

City and County of San Francisco
Planning Department

Brannan Square Mixed Use Development

DRAFT ENVIRONMENTAL IMPACT REPORT

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Draft EIR Publication Date:	February 19, 2000
Draft EIR Public Hearing Date:	March 23, 2000
Draft EIR Public Comment Period:	February 19 to March 24, 2000

Written comments on this document should be sent to:

Hillary Gitelman
Environmental Review Officer
San Francisco Planning Department
1660 Mission Street
San Francisco, CA 94103

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Brannan Square Mixed-Use Development Project

Draft Environmental Impact Report

Table of Contents

	<i>Page</i>
I. Summary	1
A. Introduction	1
B. Project Description	1
C. Main Environmental Effects	2
D. Mitigation Measures	5
E. Alternatives to the Proposed Project	8
F. Areas of Controversy and Issues to be Resolved	11
II. Project Description	13
A. Project Sponsor's Objectives	13
B. Site Location and Project Characteristics	13
C. Project Approval Requirements and General Plan and Other Relevant Policies	22
III. Environmental Setting and Impacts	31
A. Land Use and Zoning	31
B. Historic Architectural Resources	38
C. Traffic and Circulation	60
D. Growth Inducement	75
IV. Mitigation Measures Proposed to Minimize the Potential Adverse Impacts of the Project	76
A. Construction Air Quality	76
B. Noise	77
C. Traffic and Circulation	77
D. Architectural Historic Resources	78
E. Hazardous Materials	78
F. Cultural Resources	79
V. Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented	80
VI. Alternatives to the Proposed Project	82
A. No Project Alternative	82
B. Reduced Development Alternative	83
C. Full Preservation Alternative	85
VII. EIR Authors	88

VIII. Appendices	90
Appendix A: Initial Study	
Appendix B: Architectural Definitions	
Appendix C: Certificates of Appropriateness Filed in the South End Historic District	
Appendix D: Distribution List	

List of Figures

Figure 1	Project Location	14
Figure 2	Site Plan	15
Figure 3	Proposed 200 Brannan Street, 1 Federal Street and 41 Federal Street; Lots 24, 18 and 15; Ground Level	18
Figure 4	Proposed 200 Brannan Street, 1 Federal Street and 41 Federal Street; Lots 24, 18 and 15; Upper Floors	19
Figure 5	Project Elevations: Brannan and Delancey Streets	20
Figure 6	Proposed 250 Brannan Street, Lot 25, Ground Level	21
Figure 7	Project Elevations: Federal Street	24
Figure 8	Project Sections	24
Figure 9	Site Photos: From Brannan Street	32
Figure 10	Site Photos: From Delancey Street	33
Figure 11	Site Photos: From Federal Street	34
Figure 12	Photo Location Map	35
Figure 13	Photomontage Looking Northeast from Brannan Street	54
Figure 14	Photomontage Looking Southwest from Brannan Street	55
Figure 15	Existing Transit Service and Stop Locations	62

List of Tables

Table 1	Existing Plus Project Intersection Levels of Service	67
Table 2	Existing and Interim Cumulative Intersection Levels of Service	68
Table 3	Existing and Future (Year 2015) Cumulative Intersection Levels of Service	69

I. SUMMARY

A. INTRODUCTION

This document is a Draft Environmental Impact Report (DEIR) prepared in accordance with the California Environmental Quality Act (CEQA) for the proposed adaptive reuse of two buildings, the demolition of two buildings, and the construction of two new buildings with subterranean parking. CEQA requires that an Environmental Impact Report (EIR) be prepared for any project to be undertaken or approved by a local or State agency that may have a significant effect on the environment (California Public Resources Code, section 21000).

An application for environmental evaluation for the Brannan Square Project (the "Project") was filed on March 22, 1999. On the basis of the Initial Study published on September 25, 1999, the San Francisco Planning Department and the San Francisco Redevelopment Agency determined that an EIR is required. (See Appendix A for a copy of the Initial Study.) The Lead Agencies responsible for preparing the EIR on the Project are the Planning Department for the City and County of San Francisco and the San Francisco Redevelopment Agency. This EIR is intended to provide sufficient and accurate environmental documentation to allow the San Francisco Planning Commission and the San Francisco Redevelopment Agency Commission to make an informed decision concerning the proposed Brannan Square project.

B. PROJECT DESCRIPTION

The project site is located in the southeastern end of the block bounded by Bryant, Delancey, Brannan, and Second Streets, and comprises four adjacent parcels that occupy about a quarter of the block. The site is located in the South of Market Planning Area, in the South End Historic District, and partly within the South Beach Subarea of the Rincon Point–South Beach Redevelopment Area, which is located on the northeastern waterfront of San Francisco. The approximately 139,437-square-foot site is located on Lots 15, 18, 24, and 25 in Assessor's Block 3774. The site is currently occupied by a vacant three-story brick warehouse, an occupied three-story cement light industrial/warehouse building, a vacant one-story cement warehouse, and a collection of seven vacant one-story warehouse buildings arranged around a central courtyard and enclosed by a concrete perimeter wall.

The project sponsor, LNR-Lennar Brannan Street LLC, proposes to demolish the perimeter wall and existing buildings at 200 Brannan Street and the 41 Federal Street building, adaptively reuse and expand

the buildings at 250 Brannan Street and 1 Federal Street, and construct two new buildings to provide a mixed-use development containing 9 live/work units, 242 residential units,¹ 129,300 square feet of multimedia/business service use, a 5,000-square-foot restaurant/neighborhood-serving retail space, and 5,000 square feet of storage space. Of the 242 residential units, 51 would qualify as affordable housing units. The project would also include a total of up to 419 parking spaces and three loading spaces.

Eight existing buildings on the site, totaling 81,450 square feet, together with the perimeter wall at 200 Brannan Street, would be demolished to accommodate the proposed construction. The completed project would include one five-story building, one four-story building, and two three-story buildings that would provide a total of approximately 370,000 square feet of occupiable space and about 178,800 square feet of parking and loading, for a project total of about 548,800 square feet. The proposed project buildings would be designed to be compatible with the historic character of the buildings in the historic district.

Project construction would take approximately 26 months.

C. MAIN ENVIRONMENTAL EFFECTS

This environmental impact report for the Brannan Square project focuses on the issues of historic architectural resources and transportation. All other potential environmental effects were found to be at a less-than-significant level or to be mitigated to a less-than-significant level with mitigation measures to be implemented by the project sponsor. (Please see the Initial Study, included in this document as Appendix A, for analysis of other environmental issues.) In addition, this environmental impact report discusses land use impacts for informational purposes, although they were found to be less than significant in the Initial Study.

Land Use

The proposed project, a mixed-used development in four adjacent buildings with a total of approximately 370,000 square feet of occupiable space, would result in an increase in intensity of land uses on the project site. However, the project would not alter the general land use pattern of the immediate area, which already includes a mixture of uses, including commercial and residential uses and office buildings of varying sizes.

¹ The *Rincon Point-South Beach Redevelopment Plan* limits the number of residential units on Lots 24 and 18 to 242 units (191 + 51).

Historic Architectural Resources

The proposed project would create a significant impact on historic architectural resources because it would demolish the exterior façade wall at 200 Brannan Street, which has been rated a Contributory structure to the South End Historic District in which the project site is located. The demolition of the façade wall would constitute a significant environmental impact, and the loss of that wall would have a significant impact upon the South End Historic District. The South End Historic District would, however, retain its integrity as a significant historic resource. The project would construct a partial addition on an adjacent Contributory building at 250 Brannan Street, which would be a less-than-significant impact. New fenestration would be constructed on the south side of the 1 Federal Building which is also rated a Contributory building. All Contributory buildings would be adaptively reused and it is the project sponsor's intention that any renovations would be performed in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Although a sawtooth roof would be removed from the rear portion of the 250 Brannan Street building to accommodate a new partial third story, the roof has been substantially modified from its original condition, which included glass sidelights and was covered with tin. Therefore, its removal would not compromise the historic integrity of the building and would not be a significant impact. The building at 41 Federal Street would be demolished, however, it is rated a Non-contributory building, so its removal would not constitute a significant impact.

Transportation

The project site is in a somewhat congested area, with some of the area streets used for vehicle access to the Bay Bridge and other freeway on-ramps in the PM peak hour, which frequently creates long delays during this period. The project would generate about 353 new vehicle trips and 194 new transit trips in the PM peak hour. Project traffic would result in some increase in average vehicle delay, causing the level of service at the signalized Brannan Street/Second Street intersection to deteriorate from LOS D to LOS E. This would be a potentially significant impact. Implementation of the recommended mitigation—the addition of left-turn lanes to the eastbound and westbound approaches to the intersection—could improve the intersection function to LOS D and reduce the impact to less-than-significant levels. However, implementation of this mitigation measure is within the jurisdiction of the Department of Parking and Traffic (DPT), which also has responsibility to maintain an adequate supply of on-street parking. The decision as to whether or not to implement the mitigation measure in the future would require a balancing by DPT of parking demand/supply and traffic flow consideration. Given the uncertainty over whether the mitigation measure would be implemented, the proposed project could have a significant effect upon traffic level of service at the intersection of Brannan and Second Street. The degradation of performance at the unsignalized Brannan Street/Delancey Street intersection from LOS C to LOS D would be a less-than-significant impact and would not require mitigation. The LOS at the other study intersections (Brannan/The Embarcadero, Bryant/Second, Bryant/The

I. SUMMARY

Embarcadero, and Second/King) would remain unchanged. The increases in delay at these signalized intersections would be less than 1 second and would not be noticeable to most drivers. Under cumulative (Year 2015) traffic conditions, operations at intersection of Brannan Street/Second Street would deteriorate to LOS F. The levels of service at the Bryant/Embarcadero and Second/King intersections would decline from LOS C to LOS E and D, respectively, by Year 2015. The unsignalized Brannan Street/Delancey Street intersection would also deteriorate from LOS C to LOS D. The project contribution of vehicles to these intersections would be comparatively small and would not be considered a significant project impact.

The approximately 194 net new PM peak-hour MUNI transit trips generated by the project would not increase capacity utilization of the four MUNI screenlines surrounding downtown by more than 1 percent, and all screenlines would operate below 87-percent capacity. Therefore, the project would not cause a significant impact on MUNI operations. Similarly, the project's regional transit ridership of about 28 PM peak-hour riders would not increase capacity utilization on any of the regional transit carriers providing service to the East Bay, South Bay, and North Bay; therefore, effects on regional transit would not be significant. Future cumulative (2015) increases in ridership would exceed capacity on three of the MUNI screenlines, as well as on East Bay-bound BART trains and AC Transit buses. All three transit agencies would need to increase capacity to accommodate the growth in ridership. However, the proposed project's contribution to cumulative increases in transit demand would be small (less than 1 percent) and the conditions in 2015 would occur with or without the project. The project would therefore not have a significant impact on transit services and capacity.

The project would create a combined short- and long-term demand for parking of about 495 spaces. Most of this demand would be satisfied by the up to 436 on-site parking spaces that would be provided by the project. The excess demand of 55 to 95 spaces would not be considered a significant effect of the project. The proposed off-street two loading docks and three van-size loading spaces would meet both loading demand and the Planning Code requirement.

Neither pedestrian nor bicycle conditions would be substantially affected by the project.

In summary, with the adoption of a mitigation measure to add left-turn lanes at the intersection of Brannan/Second Street, the project would not result in a significant impact on traffic, transit, circulation, or parking.

D. MITIGATION MEASURES

Construction Air Quality

- The project sponsor shall require the construction contractor(s) to spray the project site with water twice daily during demolition, excavation, grading, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand, or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance No. 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose. The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Noise

- The project sponsor shall require the construction contractor(s) for the proposed project to limit pile driving activity such that it results in the least disturbance to occupants and users of adjacent and nearby properties. Implementation of this measure may require the construction contractor(s) to obtain a permit for nighttime work from the Director of the Department of Public Works if pile driving during nighttime hours would be the least disruptive to these occupants and users.
- The project sponsor shall require the construction contractor(s) for the proposed project to predrill holes for the piles (if feasible based on the soil type on the project site) to the maximum feasible depth to minimize noise and vibration from pile driving.
- The project sponsor shall require the construction contractor(s) for the proposed project to use state-of-the-art muffled and shielded pile drivers.

Traffic and Circulation

MEASURES TO BE IMPLEMENTED BY A PUBLIC AGENCY

- In order to mitigate the cumulative impact on intersection operating conditions at Second and Brannan Streets, left-turn lanes shall be added to the eastbound and westbound approaches on Brannan Street to this intersection. This mitigation would require removal of ten existing on-street parking spaces. Implementation of this mitigation would improve the level of service at the intersection from LOS E to LOS D under post-project conditions. However, implementation of this mitigation measure is within the jurisdiction of the Department of Parking and Traffic (DPT), which also has responsibility to maintain an adequate supply of on-street parking. The decision as to whether or not to implement the mitigation measure in the future would require a balancing by DPT of parking demand/supply and traffic flow considerations. Hence, implementation of this mitigation measure cannot be guaranteed.

Architectural Historic Resources

- Historic documentation shall occur prior to the issuance of any permits in accordance with the Historic American Building Survey, ["HABS"] recordation standards of the subject property and its site. The Project Sponsor shall provide: 1.) A written description of the subject property, and 2.) Photographic documentation of the entire wall; in addition to at least four (4) photographs of the site to HABS standards of detail and quality for photographic documentation in archival 4" x 5" or 5" x 7" photographs (mounted and labeled) with negatives. Materials shall be transmitted to the Planning Department Landmarks Board staff, and to the History Room of the San Francisco Public Library.

Hazardous Materials

- Site dewatering: Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77) requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Department of Public Works must be notified of projects necessitating dewatering. That office may require water analysis before discharge. If dewatering were necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this were found necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works, to reduce the amount of sediment entering the storm drain/sewer lines.
- Asbestos-containing material: The project sponsor intends to remove or encapsulate all friable asbestos in the existing buildings on the site in accordance with all applicable local, State, and federal regulations. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work. To document compliance with the applicable regulations, the project sponsor shall provide the San Francisco Planning Department with a copy of the notice required by BAAQMD for asbestos abatement work, prior to and as a condition of issuance of the building permit for the proposed project by the Department of Building Inspection (DBI).
- Potential presence of lead-based paint: The project sponsor shall ensure that the project contractors will comply with all federal, State, and local regulations, including lead-safe work practices, applicable to work with lead-based materials (i.e., lead-based paint) and disposal of lead-containing waste. The project sponsor shall ensure that a certified "Lead-Related Construction Inspector/Assessor" by the California Department of Health Services shall provide a lead clearance (or certification) report after the lead abatement work in the buildings is completed. The project sponsor shall provide a copy of the lead clearance report to the San Francisco Planning Department, Office of Environmental Review and the Department of Public Health, Bureau of Environmental Health Management.

Cultural Resources

- The project sponsor shall retain the services of an archaeologist. During removal of foundation materials following demolition of the existing buildings on the project site, the archaeologist shall carry out a pre-excavation testing program to better determine the probability of finding archaeological remains on the site. The testing program shall consist of a series of mechanical, exploratory borings or trenches and/or other testing methods determined to be appropriate by the archaeologist.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist shall submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO, and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures shall be implemented by the project sponsor and might include a program of on-site monitoring of all pile driving and any site excavation that may be necessary, during which the archaeologist shall record observations in a permanent log. Whether or not there are archaeological finds of significance, the archaeologist shall prepare a written report on the monitoring program that shall be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor shall designate one individual on site as her/her representative. This representative shall have the authority to suspect work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist shall immediately notify the ERO, and the project sponsor shall halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspected for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist shall prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which shall contain an assessment of the potential significance of the archaeological finds and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific additional mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of archival material.

Finally, the archaeologist shall prepare a report documenting the archaeological resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration, and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure shall be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report shall be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center. Three copies of the final report shall be submitted to the Office of Major Environmental Analysis, accompanied by copies of the transmittals documenting distribution to the Present of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center.

E. ALTERNATIVES TO THE PROPOSED PROJECT

Alternative A: No Project

This alternative would entail no change to the site, which would remain in its existing condition. The existing buildings on each of the four parcels constituting the site would remain in their current condition, and the three that are currently vacant would remain vacant. The existing wooden furniture manufacturing company would continue to operate out of 1 Federal Street, and the other warehousing and light industrial uses occupying the building would remain. However, this alternative would not preclude future proposals for redevelopment of the project site. Given the site's location in a burgeoning area of commercial and residential development, it could reasonably be expected that a subsequent development proposal would include construction of some type of commercial, residential, or mixed-use space on one or more of the project parcels at some future date.

This alternative would avoid the significant project impact of demolishing the exterior wall at 200 Brannan Street that has been rated as a Contributory structure to the South End Historic District. In addition, the No Project Alternative would result in no increase in vehicle travel or transit use. There would be no project-specific effects on intersection conditions, transit use, parking, loading, or pedestrian or bicycle traffic. (With the exception of a potentially unmitigable impact at one intersection, these impacts would all be less than significant with the project.) Intersection operations and transit operating conditions that would degrade to unacceptable levels of service by the 2015 cumulative horizon year would do so with or without the project. Under this alternative, there would be no incremental contribution from the project site to these degraded conditions, beyond traffic and transit ridership already generated. (The incremental contributions by the project to these effects would not be cumulatively considerable.)

Other less-than-significant proposed project effects described in the Initial Study, including emissions of air pollutants, generation of noise during construction, potential discovery of subsurface cultural resources during excavation, and demolition of a Non-contributory single-story warehouse building at 41 Federal Street, among other impacts, would not occur with this alternative.

Alternative B: Reduced Development

This alternative would be similar to the proposed project, except that the number of residential units and the square footage of the multimedia/business services uses would be reduced and no restaurant would be developed. Furthermore, there would be no additions to the 250 Brannan Street building. The 250 Brannan Street building would be developed with approximately 65,000 square feet of multimedia/

business services space and a parking garage on the basement and part of the first-floor levels with about 65 parking spaces. A three-story building would be constructed on the 200 Brannan Street site, providing 121 residential units and 121 parking spaces in a below-grade parking garage. The restaurant included in the project proposal would be eliminated under this alternative. The three-story building at 1 Federal Street would be adaptively reused to provide 25 residential units. A ground-floor parking garage would provide parking for 6 of the residential units; the remaining 19 required parking spaces would be provided in the garage at 200 Brannan Street. A new three-story building would be constructed at 41 Federal Street that would provide four live/work units on the second and third stories. The ground floor would contain a lobby, service/loading spaces, and ramps to the parking garage in the 250 Brannan Street building. All Planning Code requirements would be met by this alternative.

The Reduced Development Alternative would have similar but reduced impacts as compared to the proposed project. Due to the elimination of the restaurant and the reduction in square footage devoted to residential, live/work, and multimedia/business services uses, this alternative would result in fewer vehicle and transit trips than the proposed project. Approximately 436 daily vehicle trips would be generated by the project occupants and visitors (compared to 882 vehicle trips for the proposed project); 62 of these trips would occur during the PM peak hour (compared to 353 for the project). The level of service at Second and Brannan Streets would decrease from LOS D to LOS E with this alternative; although this adverse impact could be mitigated by removing ten on-street parking spaces and adding left-turn lanes on the Brannan Street east- and westbound approaches. However, implementation of this mitigation measure is within the jurisdiction of DPT, which also has responsibility to maintain an adequate supply of on-street parking. The decision as to whether or not to implement the mitigation measure in the future would require a balancing by DPT of parking demand/supply and traffic flow consideration. Hence, implementation of this mitigation measure cannot be guaranteed. In general, the Reduced Development Alternative would have less impact on traffic than the proposed project, but would not noticeably improve traffic conditions in the project area. There would be no difference between this alternative and the sponsor's proposed project in terms of potential significant impact.

As with the proposed project, this alternative would result in a significant impact on historic architectural resources associated with removal of the Contributory façade wall around the 200 Brannan Street property. Other historic architectural resources impacts would be marginally reduced relative to the proposed project because no additional stories would be added to 250 Brannan Street, a Contributory building to the South End Historic District. The impacts from the sponsor's proposed project related to the building addition would be less than significant. The elimination of the building addition would also

slightly reduce the less-than-significant shadow impacts of the project. The potential impacts of the Reduced Development Alternative on cultural resources would be identical to the proposed project because the amount of excavation required would be the same. Other effects described in the Initial Study for the proposed project, such as construction noise and air emissions, would be similar to those of the proposed project but somewhat reduced because of the project's reduced size and consequently reduced construction requirements. All impacts would be less than significant with implementation of the mitigation included in the proposed project, with the exception of the significant impact associated with demolition of the exterior wall at 200 Brannan Street.

Alternative C: Full Preservation Alternative

Under this alternative, the Contributory exterior façade wall at 200 Brannan would be retained and restored. The one-story buildings hidden behind the façade would be demolished and the site would be developed with a new five-story, 54-foot-tall building that would be set back from the free-standing façade wall, forming a courtyard space between the wall and the building. The building would be smaller than the proposed project building, and would contain about 156 residential units on the upper four floors over a ground-floor and basement parking area. The tree-lined pedestrian mews and 5,000-square-foot ground-floor restaurant proposed for the project would also be included in this alternative. The existing garage openings in the façade wall would be utilized for shared pedestrian entrances and the large vehicle entrance on Delancey Street would serve as the entrance to the parking garage. The existing sawtooth roof at 250 Brannan Street would be retained, and the building would be adaptively reused with no additions. Parking (50 spaces) would be provided in the basement and first-floor levels, while the upper floors would provide about 65,000 square feet of multimedia/business service use. All other components of the Full Preservation Alternative would be the same as those described in Chapter II for the proposed project.

The Full Preservation Alternative would avoid the significant project impact on historic archaeological resources associated with removal of the Contributory façade wall at 200 Brannan Street. The distinctive sawtooth roof at the rear of 250 Brannan Street would be retained, though it is only visible to the public from the adjacent lot and frontage to the west.

The reduction of developed space under this alternative would result in a decrease in vehicle trips generated by the development, which would be slightly over half the number of trips generated by the proposed project. The approximately 819 daily vehicle trips and 122 PM peak-hour vehicle trips would not result in an improvement in the levels of service at the six study intersections, as compared to

conditions under the proposed project. The level of service at Second and Brannan Streets would decrease from LOS D to LOS E with this alternative, although this adverse impact could be mitigated by removing ten on-street parking spaces and adding left-turn lanes on the Brannan Street east- and westbound approaches. As noted above, however, implementation of this mitigation measure is within the jurisdiction of DPT, which also has responsibility to maintain an adequate supply of on-street parking. The decision as to whether or not to implement the mitigation measure in the future would require a balancing by DPT of parking demand/supply and traffic flow consideration. Thus, implementation of this mitigation measure cannot be guaranteed. The transportation impacts and mitigation measures for the Full Preservation Alternative would be the same as those identified for the proposed project. In other regards, this alternative would have comparable impacts to the proposed project. All potential impacts would be less than significant with implementation of the mitigation included in the proposed project.

The Full Preservation Alternative would be the environmentally superior alternative because it would avoid the one significant impact identified for the proposed project: demolition of the 200 Brannan Street façade.

F. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This environmental impact report focuses on the issues of historic architectural resources and traffic, circulation and parking. All other potential environmental effects were found to be at a less-than-significant level or to be mitigated to a level of less-than-significance with mitigation measures agreed to by the project sponsor. Please see the Initial Study, included in this document as Appendix A, for analysis of issues other than land use, transportation, historic, architectural resources, and growth inducement.

The principal issue addressed in this EIR concerns the effect of the demolition of the 200 Brannan Street building, including the perimeter wall. Specifically, the EIR examines the historic architectural importance of the site, and concludes that demolition of the perimeter wall would constitute a significant impact on architectural historic resources. This EIR also evaluates the proposed project's potential effects on traffic and parking, and concludes that one potential significant impact on level of service at the intersection of Brannan/Second Streets could be mitigated, although actual implementation cannot be guaranteed. The decision as to whether or not to implement the mitigation measure in the future would require a balancing by DPT of parking demand/supply and traffic flow consideration. The proposed project would be constructed in a dense, urban area where many residents and area employees would be aware of the construction activities and the resulting new mixed-use development.

I. SUMMARY

As with other similar projects, there may be controversy associated with non-significant impacts such as construction-related noise and traffic, alteration of views from adjacent buildings, and the change of land use from industrial to multimedia, residential, retail and live/work. No unresolved environmental issues have been identified. Residents across Federal Street from the project site have expressed concern regarding project-generated traffic on Federal Street.

The San Francisco Planning Commission and the San Francisco Redevelopment Agency will decide whether to approve or disapprove the proposed project after review and certification of the EIR. At the public hearing for project consideration, the Planning and Redevelopment Agency Commissions will consider the areas of controversy and concerns of the adjacent community, including the design of the project.

II. PROJECT DESCRIPTION

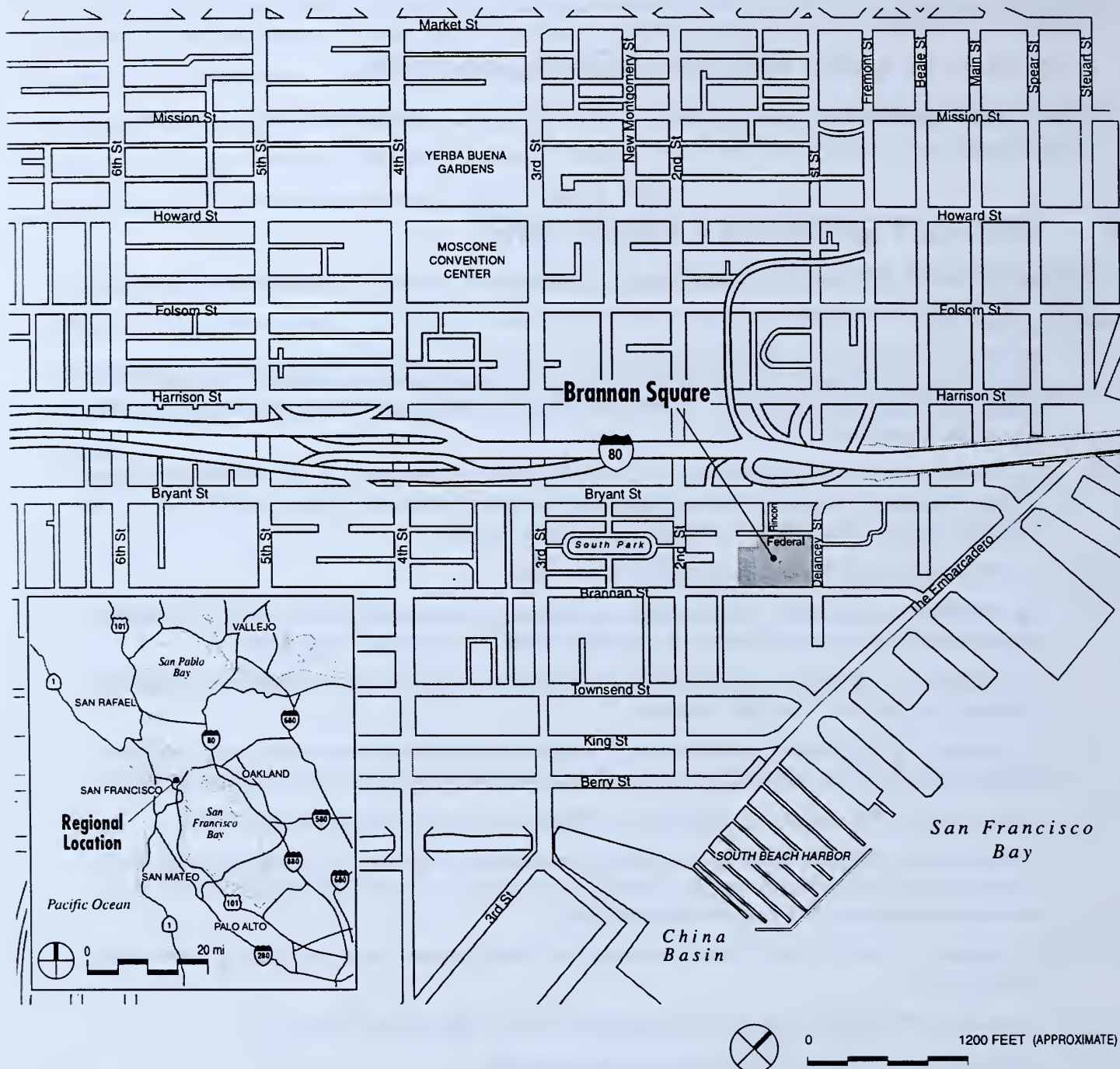
A. PROJECT SPONSOR'S OBJECTIVES

The project sponsor, LNR-Lennar Brannan Street, LLC, seeks with the proposed project to achieve the following objectives:

- To develop a high-quality residential, live/work, multimedia/business services complex that will respond to rapidly growing demand for commercial space and residential accommodation in the City of San Francisco.
- To create a project that will preserve important architectural elements in the South End Historic District, seismically upgrade existing buildings including buildings of historic significance, and develop new buildings that are compatible with the District.
- To enhance the affordable housing stock of the City.
- To remove structurally substandard buildings, eliminate blighting influences, remove impediments to land development, and achieve beneficial changes in land use.
- To redevelop a currently under-utilized site within a neighborhood becoming increasingly important to the San Francisco economy.
- To provide for job opportunities through economic development improvements, including neighborhood commercial facilities, and the restoration and adaptive re-use of certain structures.
- To comply with the objectives of the *Rincon Point-South Beach Redevelopment Plan*.
- To comply with the objectives and policies of the *General Plan*, the *City Planning Code* and to all applicable codes and ordinances of the City and County of San Francisco as modified by the express provisions of the *Redevelopment Plan*.
- To design a project that will visually enhance and integrate well with the existing surrounding neighborhood.
- To consider the appearance of the development from public rights-of-way.
- To complete the project on schedule and within budget.
- To develop a project with minimal environmental disruption.

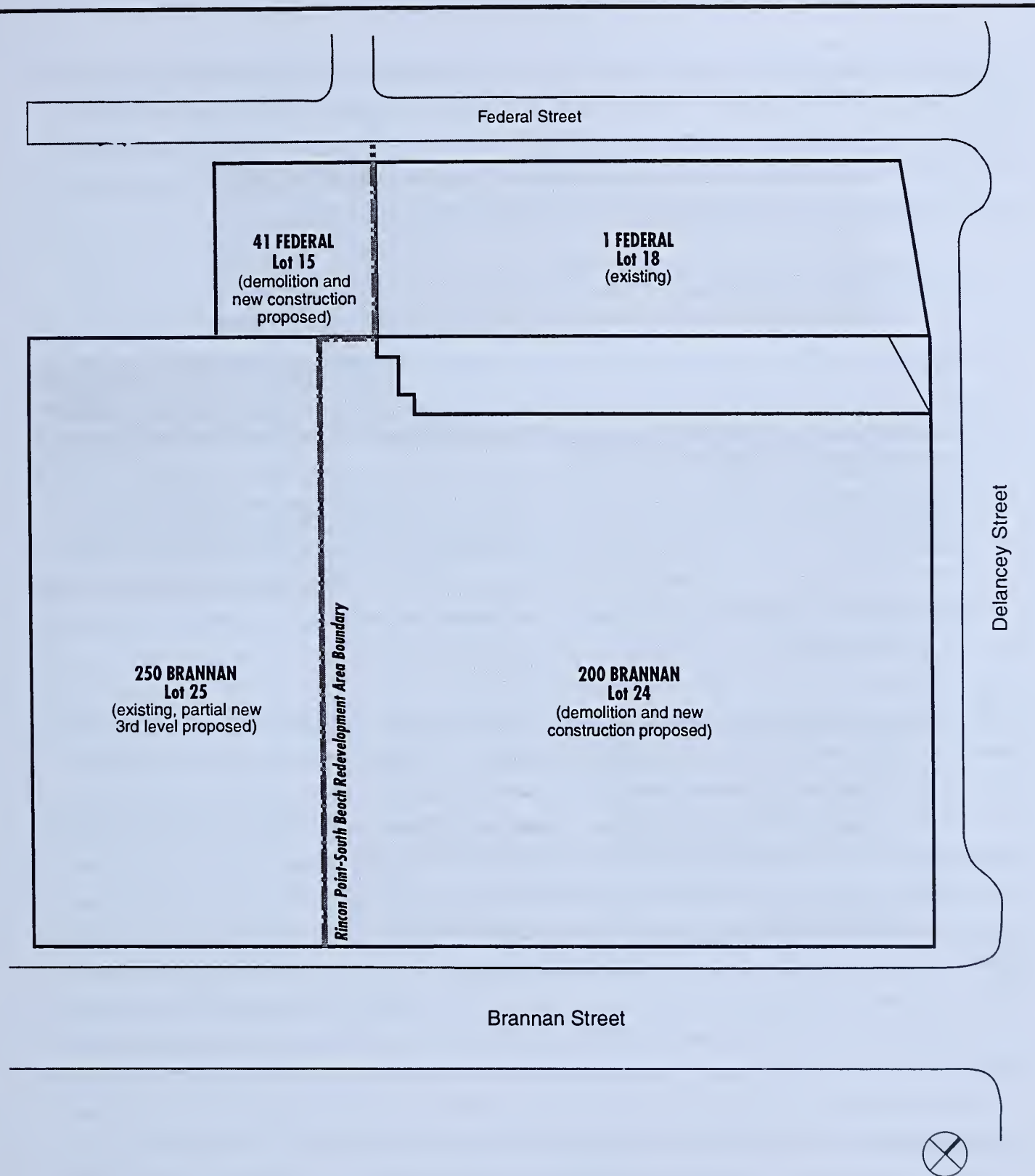
B. SITE LOCATION AND PROJECT CHARACTERISTICS

The site is located on the southeastern end of the block bounded by Bryant, Delancey, Brannan, and Second Streets, and occupies approximately one-quarter of the block. As shown on Figures 1 and 2, pages 14 and 15, Federal Street partially bisects the block from the northeast and southwest. The



Source: During Associates

PROJECT LOCATION FIGURE 1



Source: During Associates

SITE PLAN FIGURE 2

II. PROJECT DESCRIPTION

project would be developed on Assessor's Block 3774, Lots 15, 18, 24, and 25, on the northwest corner of Brannan and Delancey Streets and on the southwest corner of Delancey and Federal Streets. The project site is located partially within the western edge of the Rincon Point-South Beach Redevelopment Area and in the South End Historic District established in Article 10 of the *San Francisco Planning Code*. The approximately 139,437-square-foot site is currently occupied by the following buildings:

250 Brannan Street (Lot 25, 37,812.5 sq. ft.): A three-story brick building previously occupied by Gallo Salame Co. and used for the manufacture of Italian sausage, with offices for Gallo. This building has been rated as a Contributory building to the South End Historic District.

200 Brannan Street (Lot 24, 75,625 sq. ft.): A collection of seven one-story warehouse and auto repair buildings enclosed by a wall and arranged around a central courtyard. Currently vacant, the site was most recently used by Gallo Salame Co. for warehousing and by an auto repair company. The exterior façade wall around this site has been designated a Contributory structure to the South End Historic District.

1 Federal Street (Lot 18, 20,240 sq. ft.): A three-story reinforced cement building currently occupied by a wood furniture factory and sales showroom, as well as warehouse and other light industrial uses. The building has been rated a Contributory building to the South End Historic District.

41 Federal Street (Lot 15, 5,760 sq. ft.): A vacant one-story (with basement) reinforced concrete warehouse.

The project site is located in the South of Market Planning Area; Lots 15 and 25 (41 Federal and 250 Brannan) are within a 50-X Height and Bulk District and in a SSO (Service/Secondary Office) Zoning District, which is "designed to accommodate small-scale light industrial, home and business services, arts activities, live/work units, and small-scale, professional office space and large-floor-plate 'back office' space for sales and clerical work forces." (San Francisco Planning Code, section 818). Lots 15 and 25 area also within a proposed South End Office District, where multimedia/business service and live/work uses would be principally permitted uses. Lots 18 and 24 (1 Federal and 200 Brannan) are zoned M-1 and M-2, respectively, and are designated in the *Rincon Point-South Beach Redevelopment Plan* for residential redevelopment up to 242 housing units, with light industry as an alternate designated use. Development on these parcels is under the jurisdiction of the San Francisco Redevelopment Agency.

The project sponsor, LNR-Lennar Brannan Street LLC, proposes to demolish the existing buildings at 200 Brannan Street and 41 Federal Street, adaptively reuse the buildings at 250 Brannan Street and 1 Federal Street, and construct two new buildings to provide a mixed-use development containing 9 live/work units, 242 residential units, 129,300 square feet of multimedia/business service use, a 5,000-square-foot restaurant/neighborhood-serving retail space, and 5,000 square feet of storage space. Of the 242 residential units, 51 would qualify as affordable housing units. The project would also provide a total of up to 419 parking spaces, and four loading spaces.

Eight existing buildings, totaling 81,450 square feet, would be demolished to accommodate the proposed construction. The completed project would include one five-story building, and three three-story buildings that would provide a total of approximately 370,000 square feet of occupiable space and about 178,800 square feet of parking and loading, for a project total of about 548,800 square feet. The sponsor's intention is to design the proposed buildings to be compatible with the historic character of the existing buildings in the historic district.

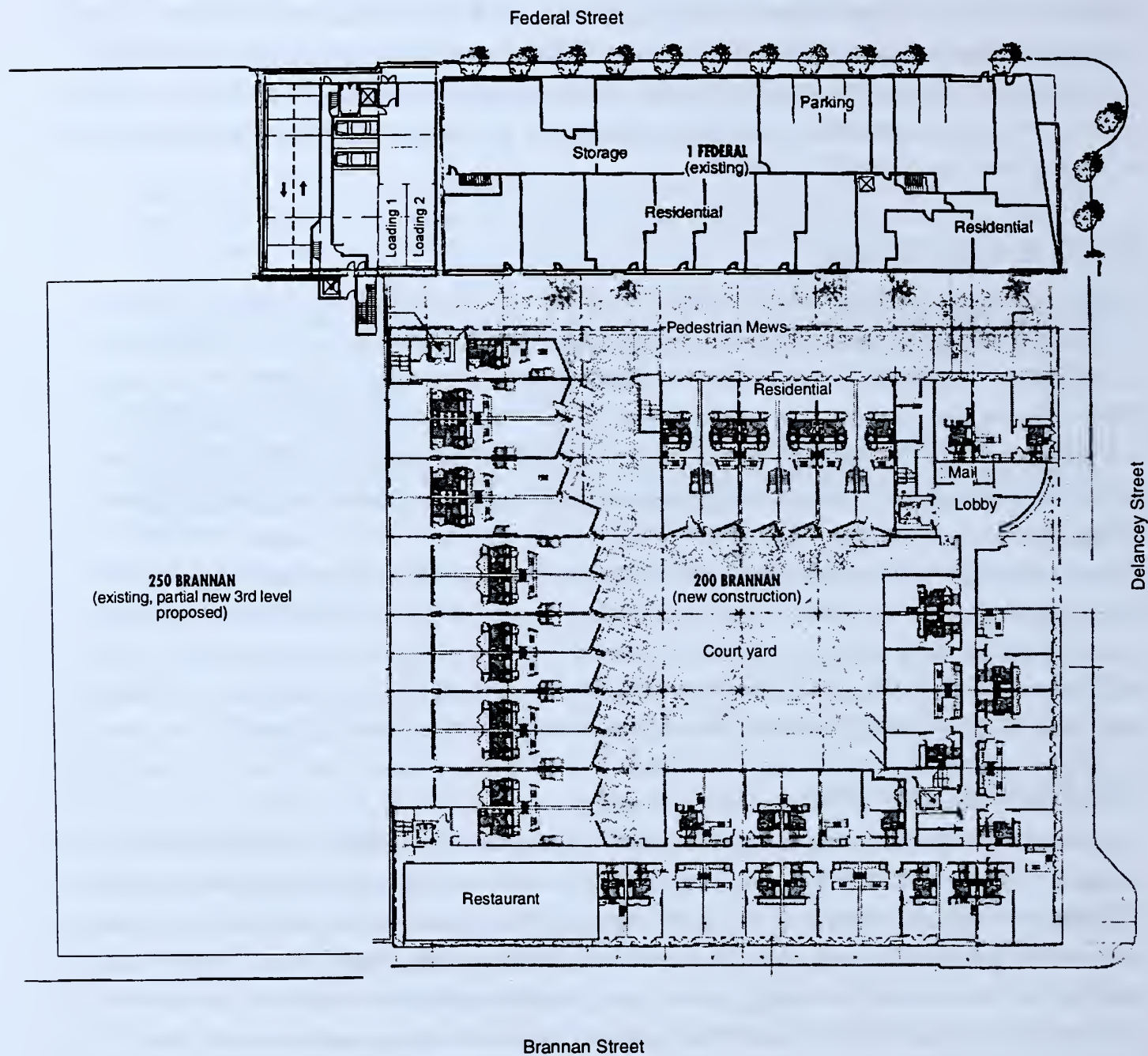
200 Brannan Street

The site is currently developed with seven one- to two-story buildings enclosed by a one-story perimeter wall along Brannan and Delancey Streets that is listed as a Contributory structure under *Article 10* of the *San Francisco Planning Code*. The complex, which was part of the Gallo Salame food processing facility, including the perimeter wall, would be demolished. The site would then be developed with a new five-story, 87-foot-tall building¹ that would contain about 191 residential units (69 studio and one-bedroom and 122 two- and three-bedroom) totaling about 266,400 square feet and a two-level basement parking garage providing about 322 to 361 parking spaces (Figures 3 and 4, pages 18 and 19). A restaurant or neighborhood serving retail use of approximately 5,000 square feet would be located at the ground floor on Brannan Street. A tree-lined pedestrian mews (surrounding courtyard) would provide pedestrian access to the dwelling units from Brannan and Delancey Streets (Figure 5, page 20). The pedestrian mews and a second-floor courtyard would provide common open space for the dwelling units. Access to the parking garage and loading space would be from Delancey Street.

250 Brannan Street

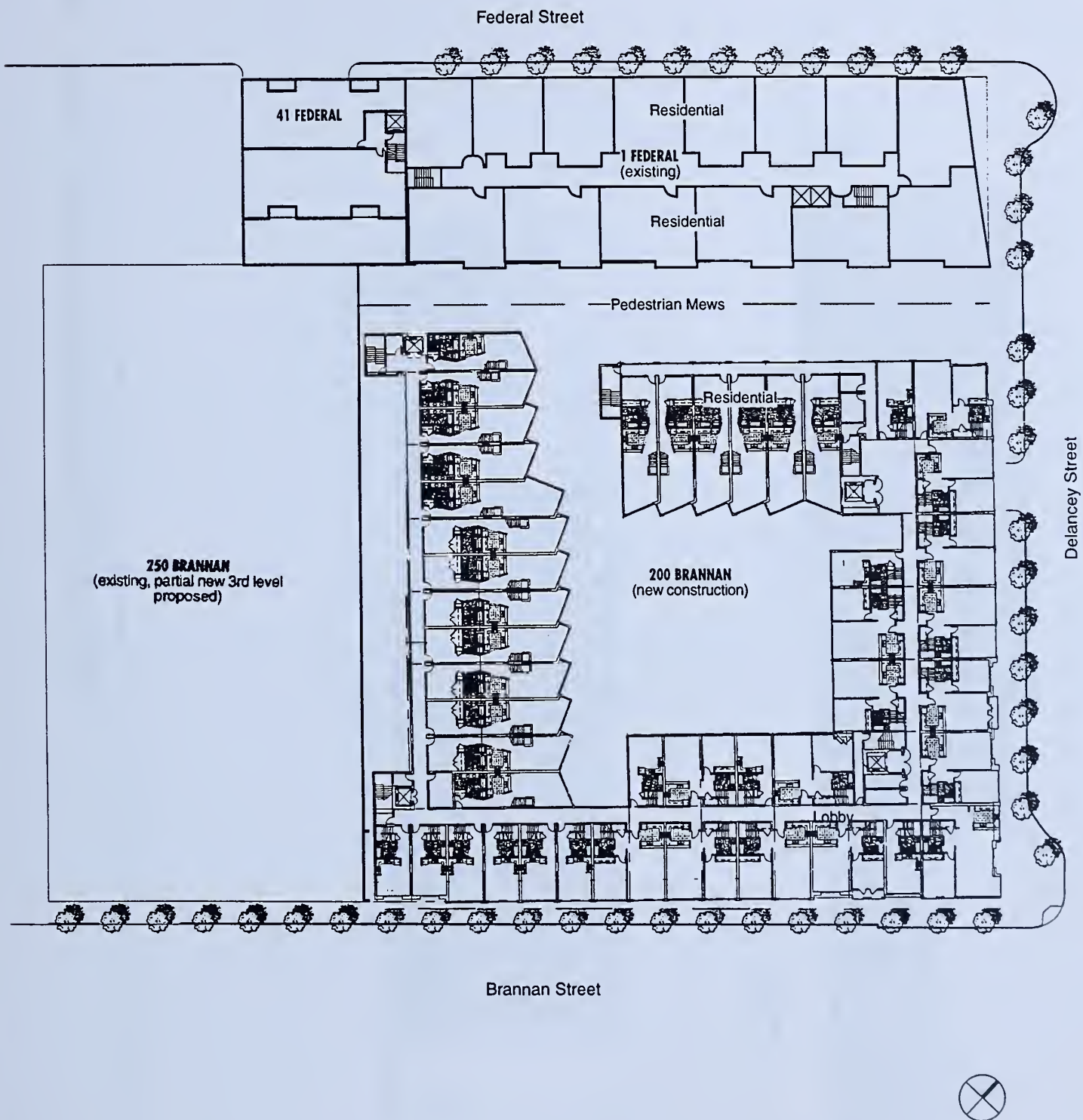
The existing three-story (two-story in rear), 50-foot-tall masonry building at 250 Brannan Street, formerly occupied by the Gallo Salame food processing facility, would be adaptively reused to provide about 129,300 square feet of multimedia/business service use. The building would be seismically upgraded and the existing partial third story would be expanded to encompass the entire building. The basement and first-floor levels would be used for parking, providing about 50 parking spaces. Access to the parking garage would be from Federal Street, utilizing the parking ramps on the ground floor of the building at 41 Federal Street. Loading access for this building would be provided at 41 Federal Street. Pedestrian access to the building would be off Brannan Street (Figure 6, page 21). The currently vacant building at 250 Brannan Street is listed as a Contributory structure under *Article 10* of the *San Francisco Planning Code*.

¹ Building heights are calculated at the mid-point of the building. The height at the corner of Delancey and Brannan Streets is 95 feet. The height limit is 105 feet.



Source: MBH Architects

FIGURE 3
PROPOSED 200 BRANNAN STREET, 1 FEDERAL STREET, AND 41 FEDERAL STREET;
LOTS 24,18, AND 15; GROUND LEVEL



Source: MBH Architects

FIGURE 4
PROPOSED 200 BRANNAN STREET, 1 FEDERAL STREET, AND 41 FEDERAL STREET;
LOTS 24,18, AND 15; UPPER FLOORS

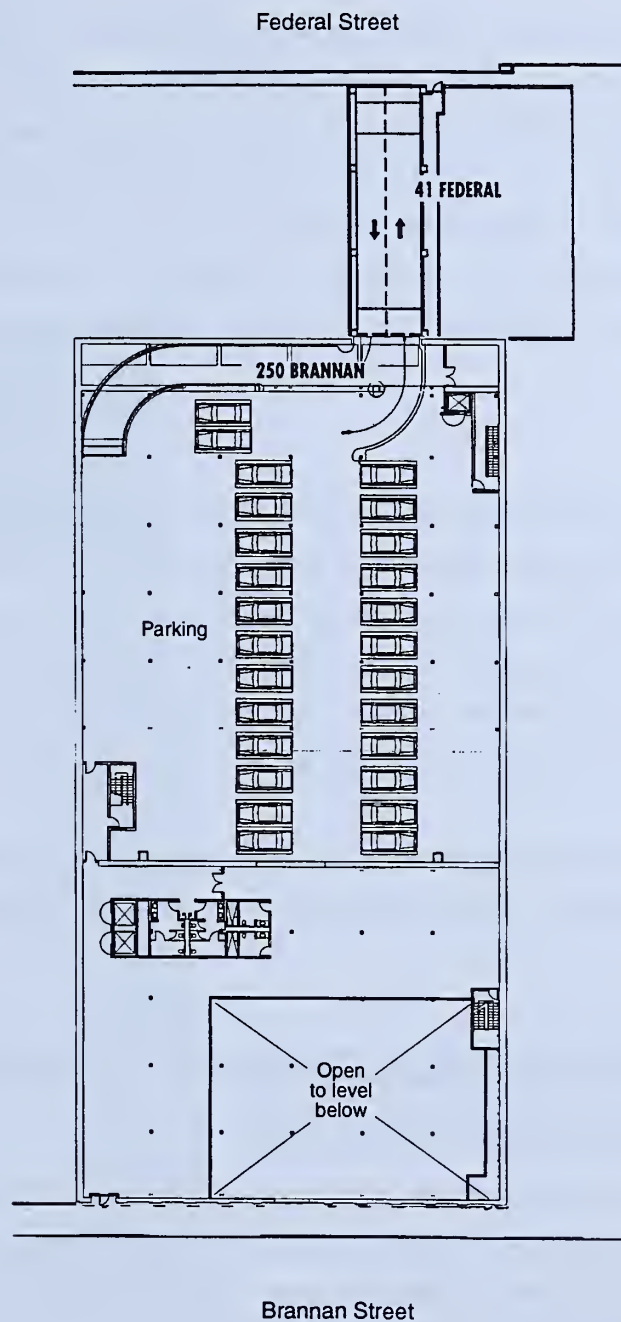


Brannan Street Elevation



Delancey Street Elevation

Source: MBH Architects



Source: MBH Architects

PROPOSED 250 BRANNAN STREET, LOT 25, GROUND LEVEL FIGURE 6

1 Federal Street

The existing three-story, approximately 59,400-square-foot building at 1 Federal Street, currently occupied by storage, parking, and light industrial uses, would be reused for 51 residential units, six parking spaces, and approximately 5,000 square feet of artistic storage space for theater property (Figures 7 and 8, pages 23 and 24). The size of the window openings along Federal Street would be increased, and windows would be added where none currently exist on the building's south side. Common open space would be provided to the residents on a rooftop deck. Access to the dwelling units would be from Pedestrian Mews off of Delancey Street, and parking and loading access would continue to be from Federal Street.

41 Federal Street

The existing single-story, 20-foot-tall building at 41 Federal Street would be demolished. Currently vacant, the approximately 5,760-square-foot building was formerly occupied by light industrial use. Under the project proposal, a new four-story, 40-foot-tall building would be constructed to house nine live/work units, a floor lobby, two loading docks (to service the 250 Brannan Street building) with access from Federal Street, two parking spaces, and ramps to the parking garage in the 250 Brannan Street building. Vehicle and pedestrian access to the building would be from Federal Street.

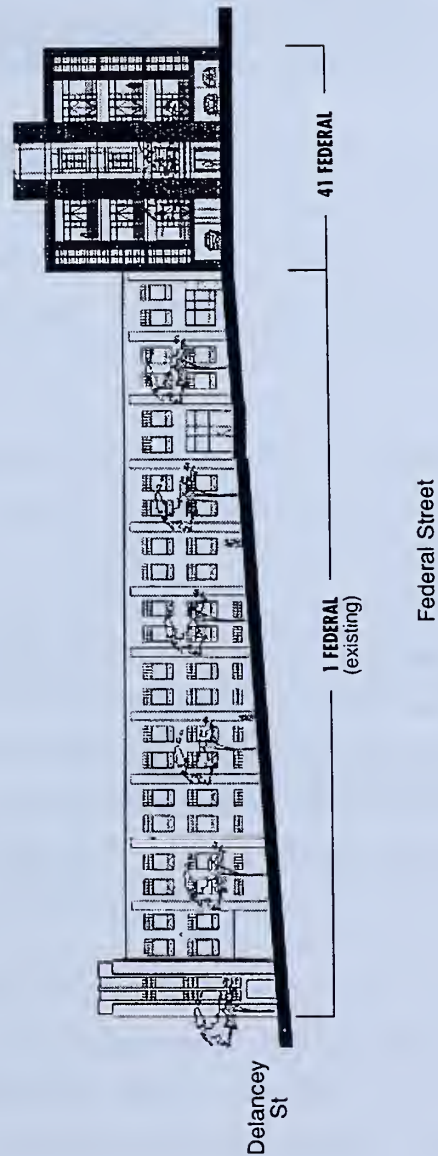
Project construction would take approximately 26 months. The project sponsor is LNR-Lennar Brannan Street, LLC, and the project architects are MBH Architects, Kwan Henmi Architecture, and McCluskey and Associates Architects, Inc.

C. PROJECT APPROVAL REQUIREMENTS AND GENERAL PLAN AND OTHER RELEVANT POLICIES

This EIR will undergo a public comment period as noted on the cover, including a public hearing before the Planning and Redevelopment Agency Commissions on the Draft EIR. Following the public comment period, responses to written and oral comments will be prepared and published in a Draft Summary of Comments and Responses, presented to the Planning and Redevelopment Agency Commissions for certification as to accuracy, objectivity, and completeness. No approvals or permits may be issued before the Final EIR is certified.

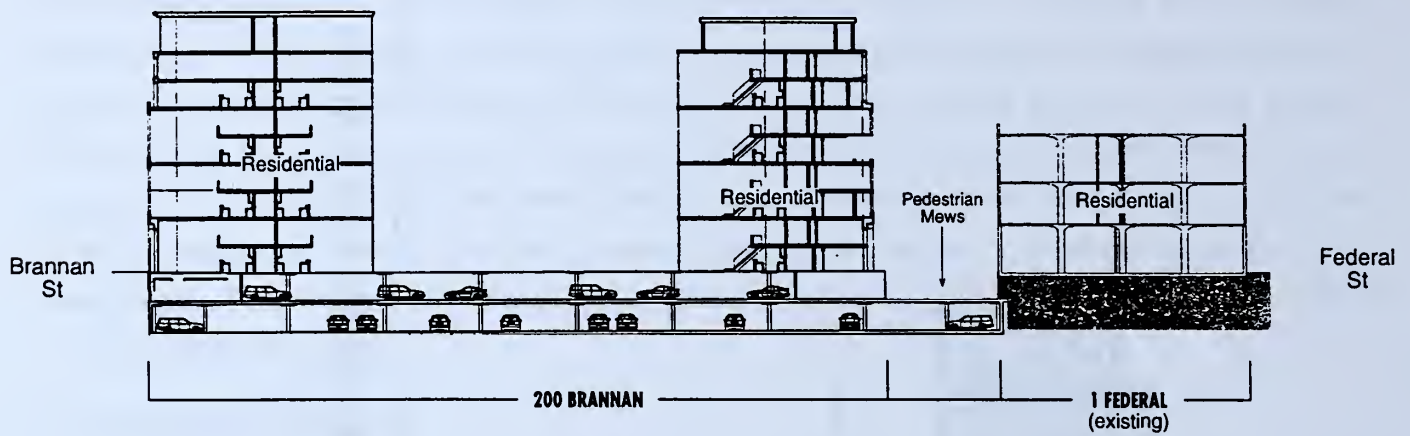
Approvals

Approval by the San Francisco Redevelopment Agency would be required for the Owner's Participation Agreement/Disposition and Development Agreement pursuant to the *Rincon Point-South Beach Redevelopment Plan*. Development on the eastern portion of the project site (Lots 18 and 24) would be

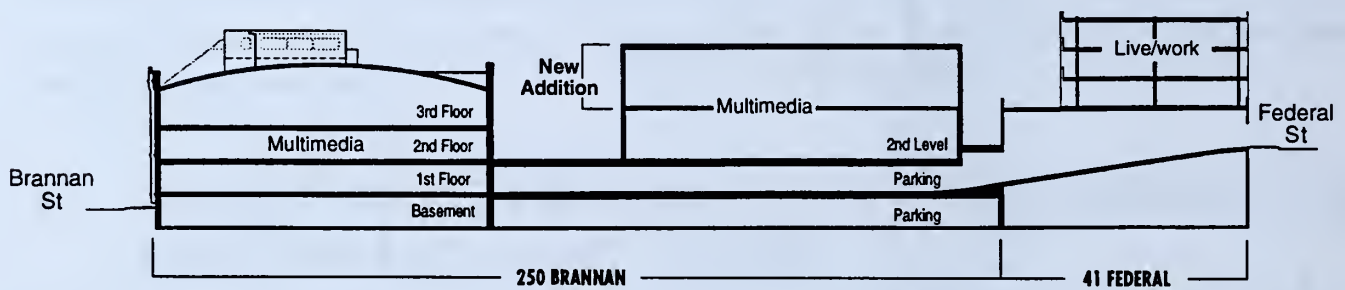


Source: MBH Architects

PROJECT ELEVATION: FEDERAL STREET **FIGURE 7**



200 Brannan and 1 Federal Sections



250 Brannan and 41 Federal Sections

Source: MBH Architects

PROJECT SECTIONS FIGURE 8

required to conform with the Redevelopment Plan. The Redevelopment Plan includes general redevelopment objectives and proposed actions for the Redevelopment Area, as well as specific project proposals, and establishes land use standards for development in the Redevelopment Area. Concomitant with the *Plan* are development standards and urban design guidelines for the Redevelopment Area, contained in *Design for Development: Rincon Point/South Beach Redevelopment Project Area*, originally approved by the Redevelopment Agency Commission on October 28, 1980 and December 16, 1980 (Resolution Nos. 326-80 and 408-80) and the City Planning Commission on December 4, 1980 (Resolution No. 8783). These design guidelines call for Planning Department design review of new buildings proposed in the Redevelopment Area.

The *San Francisco Planning Code*, which incorporates by reference the City's Zoning Maps, implements the *San Francisco General Plan* and governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the Code, or an exception is granted pursuant to provisions of the Code.

Because the building at 250 Brannan Street has been designated as Contributory to the South End Historic District, that portion of the project would require a Certificate of Appropriateness from the City Planning Commission, including a public hearing, pursuant to Section 1006 of the *City Planning Code*. The wall at 200 Brannan Street and the 1 Federal Street building are also designated as Contributory to the South End Historic District, however the demolition of the wall and the adaptive reuse of 1 Federal Street are actions under the jurisdiction of the San Francisco Redevelopment Agency and do not require a Certificate of Appropriateness. The Landmarks Preservation Advisory Board (LPAB) would review and comment on the project plans and specifications and submit its recommendation to the City Planning Commission. The Planning Commission would forward its recommendation and those of the LPAB to the Agency for final action.

The Planning and Redevelopment Agency Commissions would hold a public hearing to consider the project application, and would adopt a motion approving, approving with conditions, or disapproving the project. If the project were to be approved by the Planning Commission and the Redevelopment Commission, the project sponsor must obtain building and related permits from the Department of Building Inspection.

Lots 15 and 25 of the project site (250 Brannan and 41 Federal) are within a 50-X Height and Bulk District and in a SSO (Service/Secondary Office) Zoning District. The live/work and multimedia/business services uses proposed for these lots are principal permitted uses within the SSO district. Both project buildings would conform with the 50-foot height limit. Lots 18 and 24 (200 Brannan and 1 Federal) are

II. PROJECT DESCRIPTION

designated in the *Rincon Point-South Beach Redevelopment Plan* for residential redevelopment, with light industry as an alternate designated use. Lot 18 is also designated M-1 (Light-Industrial) and Lot 25 is M-2 (Heavy-Industrial) where office uses are permitted and residential uses are subject to Conditional Use Approval; however, the provisions for permitted uses in the Redevelopment Plan would prevail. The height and bulk of the project buildings are governed by the *Planning Code*, pursuant to the *Redevelopment Plan*. The proposed buildings would comply with the permitted height and bulk.

The San Francisco Planning Commission, by Resolution No. 14843 on June 17, 1999 initiated the South End Office Zoning District amendments to the SSO Zoning District, which include the lots occupied by the 250 Brannan Street and 41 Federal Street properties (Lots 15 and 25). The multimedia/business service and live/work uses proposed for those lots would be permitted under the South End Office District zoning controls. If approved by the Planning Commission, the amendments would further limit liquor licenses, nighttime entertainment, parking, signage, and other uses on the applicable properties.

Environmental plans and policies, like the Bay Area Air Quality Management District's *1997 Clean Air Plan*, directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve specific components of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

On November 4, 1986, the voters of San Francisco passed Proposition M, the Accountable Planning Initiative, which established eight Priority Policies under Planning Code Section 101.1. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under the *California Environmental Quality Act* (CEQA), or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The motion by the Planning Commission approving or disapproving the project will contain the analysis of whether the project is in conformance with the Priority Policies.

General Plan

The Planning Commission would review the project in the context of applicable objectives and policies of the *San Francisco General Plan*. The General Plan, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. In

general, potential conflicts with the General Plan are considered by the decision-makers (normally the Planning Commission) independently of the environmental review process, as part of the decision to approve, modify, or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project. Some of the key objectives and policies of the General Plan are noted here:

COMMERCE AND INDUSTRY ELEMENT

- Objective 2, to “Maintain and enhance a sound and diverse economic base and fiscal structure for the city.”
- Objective 2, Policy 1, to “Seek to retain existing commercial and industrial activity and to attract new such activity to the city.”

TRANSPORTATION ELEMENT

- Policy 30.5, to “In any large development, allocate a portion of the provided off-street parking for compact automobiles, vanpools, bicycles, and motorcycles commensurate with standards that are, at a minimum, representative of the city’s vehicle population.”
- Policy 30.6, to “Make existing and new accessory parking available to nearby residents and the general public for use as short-term or evening parking when not being utilized by the business or institution to which it is accessory.”
- Policy 34.1, to “Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.”
- Policy 34.3, to “Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.”
- Policy 40.1, to “Provide off-street facilities for freight loading and service vehicles on the site of new buildings sufficient to meet the demands generated by the intended uses. Seek opportunities to create new off-street loading facilities for existing buildings.”

URBAN DESIGN ELEMENT

- Policy 2.4, to “Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.”
- Policy 2.5, to “Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings.”

II. PROJECT DESCRIPTION

- Objective 1, Policy 3, to "Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts."
- Policy 3.1, to "Promote harmony in the visual relationships and transitions between new and older buildings."
- Objective 2, Policy 6, to "Respect the character of older development nearby in the design of new buildings."

COMMUNITY SAFETY ELEMENT

- Policy 2.1, to "Assure that new construction meets current structural and life safety standards."

SOUTH OF MARKET AREA PLAN

- Objective 3, to "Encourage the development of new housing, particularly affordable housing."
- Objective 7, Policy 2, to "Preserve the architectural character and identity of South of Market residential and commercial/industrial buildings."
- Objective 7, Policy 3, to "Preserve areas which contain groups of buildings of historic, architectural, or aesthetic value and which are linked by important historical or architectural characteristics."
- Objective 7, Policy 4, to "Preserve individual architecturally and/or historically significant buildings which contribute to the area's identity, give visual orientation, and which impart a sense of continuity with San Francisco's past."
- Objective 8, Policy 2, to "Encourage the location of neighborhood-serving retail and community service activities throughout the South of Market."

NORTHEASTERN WATERFRONT AREA PLAN

- Objective 30, Policy 17, to "Develop and maintain mixed-income housing, with appropriate open space and neighborhood support uses on Blocks 3773, 3792, 3793 and portions of Blocks 3774 and 3789."
- Objective 30, Policy 18, to "Develop housing in small clusters of 100 to 200 units. Provide a range of building heights with no more than 40 feet in height along the Embarcadero and stepping up in height on the more inland portions to the maximum of 160 feet. In buildings fronting on Brannan Street in the 160-foot height area, create a strong base which maintains the street wall created by the residential complex to the east and the warehouse buildings to the west. Orient the mix of units types to one and two bedrooms and include some three and four bedroom units. Pursue as the income and tenure goals, a mix of 20 percent low, 30 percent moderate and 50 percent middle and upper income, and a mix of rental, cooperative, and condominium units."

- Objective 30, Policy 19, to “Organize the housing clusters to maximize views to the water and downtown as well as sun exposure while minimizing shading of open space and blocking of views from adjacent areas. To the extent feasible, locate family units on ground floor levels adjacent to open space and recreational areas. Provide personalized entryways and private open space to all units. Orient the buildings to provide privacy and security.”
- Objective 30, Policy 24, to “Retain and historically restore for adaptive reuse the Cape Horn and Japan Street warehouses and allow small scale offices, neighborhood commercial and warehousing uses. Keep in industrial use that portion of Block 3774, Lot 24 which is needed to expand the manufacturing operation of the abutting industrial activity. If Lot 24 remains in industrial use, the structure on Lot 18 may remain and be used for warehousing. As an alternate use, develop the sites of the Cape Horn and Japan Street warehouses with housing provided that, to the maximum extent feasible, the street-facing façades of the existing structures are incorporated in the new development.”

Rincon Point-South Beach Redevelopment Plan

Objectives:

1. Remove structurally substandard buildings, eliminate blighting influences, remove impediments to land development, and achieve changes in land use.
2. Stimulate and attract private investment, thereby improving the City's economic health, tax base, and employment opportunities.
3. Provide for the creation of two major waterfront parks.
4. Provide for job opportunities through economic development improvements, including neighborhood commercial facilities, a small-boat harbor, a hotel complex, and the restoration and adaptive re-use of certain structures.
5. Provide for and facilitate the partial re-routing and the overall improvement of the Embarcadero Roadway into a boulevard, including a new mass transit line.
6. Assist in the suitable reestablishment of businesses and residents which will be displaced by the Project.
7. Encourage use of the most cost-effective energy efficient measures feasible.
8. Provide for the development of mixed-income housing.
9. Facilitate the restoration and adaptive reuse of designated landmarks and contributing structures in designated historical districts.
10. Provide for the development of a major league ballpark in the South Beach sub-area.

Redevelopment Agency Design for Development

1. Compliance with the objective of the Redevelopment Plan.
2. Compliance with the objectives and policies of the *General Plan*, the *City Planning Code* and to all applicable codes and ordinances of the City and County of San Francisco as modified by the express provisions of the Redevelopment Plan.
3. Building scale relationship of the development to the street and to the overall urban design of the adjacent areas.
4. The relationship of all improvements to adjacent structures to provide a harmonious composition and transition between building masses, materials, colors and textures.
5. Integration of off-street parking with the total development, its functional relationship to the overall vehicular circulation system and its effective screening from public view.
6. Efficient functional relationship of loading facilities to the overall vehicular circulation system.
7. Provision of an efficient and convenient system for pedestrian movement and the quality of its environment.
8. The preservation and enhancement of views.
9. The appearance of the development from public rights-of-way.
10. Harmony of landscape elements throughout the area.
11. Integration of spaces and building forms with the topography of the site, including compliance with the recommendations of the Agency's soils engineer.
12. Use of the most cost-effective energy efficient measures feasible.

III. ENVIRONMENTAL SETTING AND IMPACTS

A. LAND USE AND ZONING

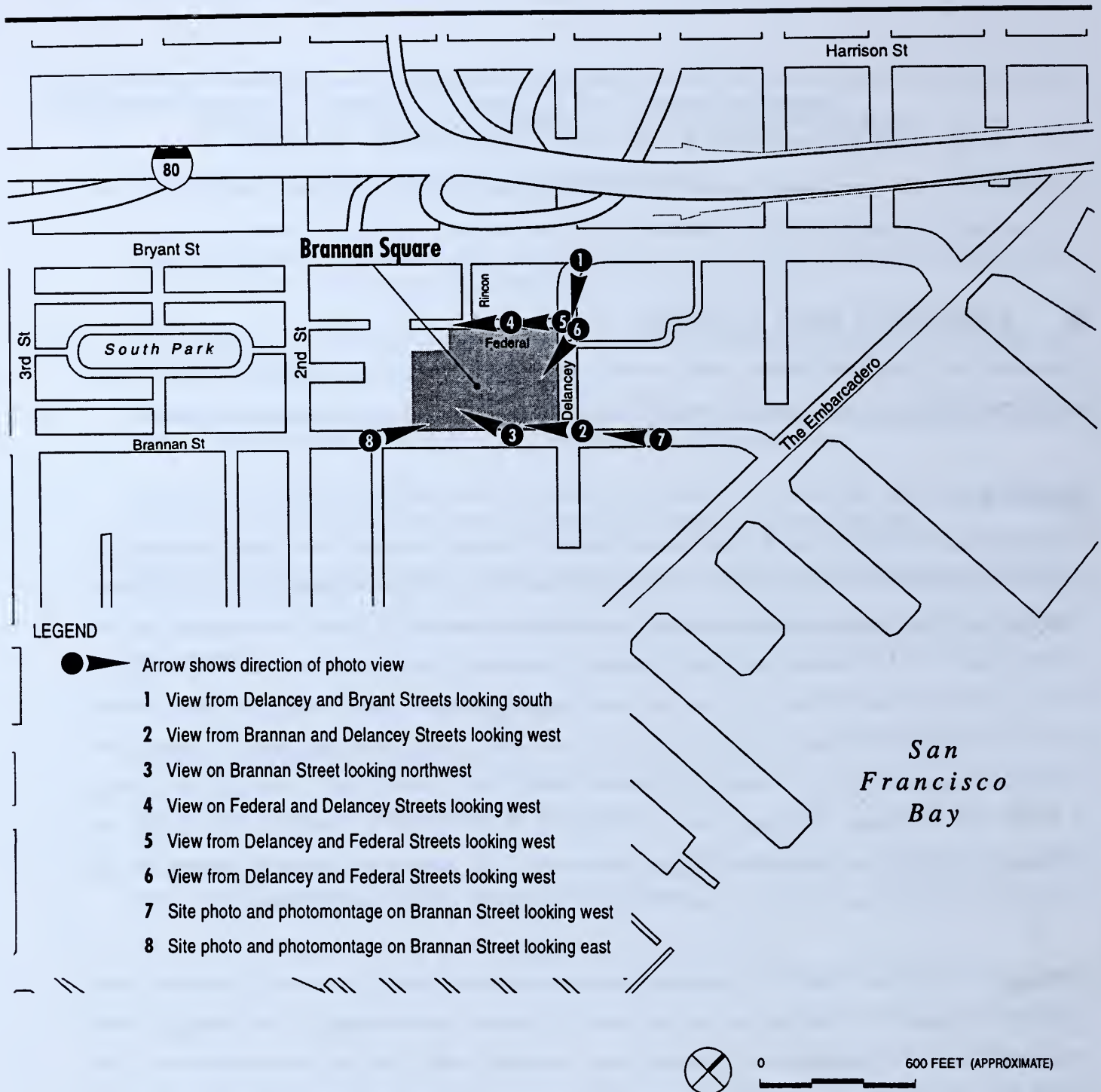
The Initial Study concluded that the project would not have significant adverse land use impacts. Land use setting information is included in the EIR for informational purposes and to orient the reader.

Setting

The project site is located in the diverse South of Market Planning Area and partially within the western edge of the Rincon Point–South Beach Redevelopment Area, which is located on the northeastern waterfront of San Francisco, generally within a strip of land about 1,000 feet wide adjacent to San Francisco Bay. The Redevelopment Area is generally bounded by Mission Street to the north and China Basin to the south and consists of two non-contiguous geographic sub-areas: the Rincon Point Sub-Area and the South Beach Sub-Area, in which Lots 18 and 24 of the project site are located. The project site is also located in the South End Historic District (the “Historic District”) established in Article 10 of the *San Francisco Planning Code*. See Section III.B, Historic Architectural Resources, for additional information on the historic district. Figures 9, 10, 11, and 12, on pages 32 through 35, are photographs of the project site and a location map of where the photographs were taken.

Although north of Bryant Street the project area is somewhat dominated by commercial and office uses, significant amounts of residential development have occurred in the immediate project vicinity in recent years, and this type of development continues to be intermixed with office and commercial uses in the blocks to the south of the project. The project site, consisting of four adjacent parcels bounded by Federal, Delancey, and Brannan Streets, is fully developed with one- to three-story buildings; all but one of these buildings is currently vacant. The three-story building at 1 Federal Street is currently occupied by the Wooden Duck, a recycled wood furniture factory and sales outlet, and other light industrial and storage uses. The two properties fronting onto Brannan Street were formerly occupied by warehouses, a production plant, and offices associated with Gallo Salame, a salame manufacturer.

Immediately north of the project site on Delancey Street are a three-story apartment building with 16 units and an 11-story apartment building with approximately 50 units. The rest of the project block is



Source: During Associates

PHOTO LOCATION MAP FIGURE 9



View looking south from Delancey and Bryant Streets



View looking west from Brannan and Delancey Streets

Source: Square One Productions

SITE PHOTOS: BRANNAN STREET FIGURE 10



View looking northwest on Brannan Street



View looking west on Federal and Delancey Streets

Source: Square One Productions

SITE PHOTOS: DELANCEY STREET FIGURE 11



View looking west from Delancey and Federal Streets



View looking west from Delancey and Federal Streets

Source: Square One Productions

SITE PHOTOS: DELANCEY STREET FIGURE 12

primarily developed with office uses, with the exception of a restaurant immediately west of the site on Brannan Street and a number of retail/commercial uses on Second Street. The office buildings house a variety of tenants, including architects, marketing firms, multi-media companies, insurance companies, real estate companies, various service providers, and other commercial enterprises. Several small private parking lots are located in the block.

Bayside Village, a large residential development, is immediately east of the project site, occupying the entire block bounded by Brannan, Delancey, Bryant, and Beale Streets. Nine three- to six-story buildings arranged in a campus-like arrangement provide a total of 862 one-bedroom, two-bedroom, and studio apartments. Across from Bayside Village and adjacent to the project site, in the triangular block bounded by Delancey Street, Brannan Street, and the Embarcadero, is a private residential training and employment program for substance abusers, ex-convicts, and others trying to get their lives back in order that provides 177 dwelling units for 500 residents. A public restaurant and a variety of retail uses are located in the ground-level street frontages of the development.

The block immediately south of the project site is currently being developed with three residential towers that will be located along Brannan Street between Delancey and Colin P. Kelly Jr. Streets. The towers will be between 15 and 17 stories tall and will provide a total of 356 market-rate apartments, along with a restaurant, health club, ground-floor retail space, and parking. This project is adjacent to the existing Oriental Warehouse, an historic warehouse on Delancey Street that was preserved and converted to office use. To the south of this building is the South Beach Marina Apartments, a complex of five buildings ranging in height from 4 to 13 stories, extending along Townsend Street between Delancey and Colin P. Kelly Jr. Streets. A four-story parking structure is located on Colin P. Kelly Jr. Street between the new residential towers under construction and the south tower of the Marina Beach Apartments. West of Colin P. Kelly Jr. Street in the block south of the project block is a three-story commercial building with space for lease, a six-story self-storage facility, a one-story vacant warehouse, five-story office building, three-story office building, surface parking lot, and a two-story building at Second and Townsend Streets with two retail stores (clothing and cellular phones).

West of the project block is South Park, a mixed-use block surrounding and oriented toward an oval park. South Park Avenue, which encircles the park, is lined primarily with narrow two- and three-story buildings housing restaurants, shops, small offices, and apartments. The outer edges of the block are lined with larger commercial, service, office, and light industrial uses. Many artists' studios are located along Bryant Street in this block, between Second and Third Streets.

North of the project block, the elevated Interstate 80 conveys traffic to and from the Bay Bridge, with public parking provided underneath the elevated freeway. The western abutment of the bridge is located just north of the project site. The Clock Tower Building is located on the northeast corner of Second and Bryant Streets. This three-story office building, constructed in 1907, was designated a Contributory building to the South End Historic District by the Landmarks Preservation Advisory Board. East of this building and west of Rincon Street is a small parking lot adjacent to the bridge on-ramp and a three-story warehouse building housing furniture sales.

The site is one block west of the Embarcadero, a broad boulevard that extends north along the Bay waterfront for several miles, terminating at Fisherman's Wharf. Two blocks south of the project site, the Embarcadero ends at King Street, adjacent to the South Beach Harbor Park. South Beach Harbor, a private yacht club providing 700 small boat slips, is adjacent to the park. Various maritime piers are located on the east side of the Embarcadero, including Pier 32, where the Navy ship Jeremiah O'Brien is moored and the site of the planned cruise ship terminal. The Giants' new Pac Bell ballpark is currently undergoing construction to the south of South Beach Harbor Park. Several large residential developments are under construction in nearby blocks. The CalTrain terminal station is located about three blocks away from the project site, at the corner of Fourth and Townsend Streets. The Transbay Terminal, used by MUNI, AC Transit, and other transit agencies, is about three blocks north of the site, at First and Mission Streets. Moscone Convention Center and Yerba Buena Gardens are located about one-half a mile west of the site.

As indicated above, the Initial Study for this project, attached hereto as Appendix A, concluded that the proposed project would not have significant adverse land use impacts. In summary, the proposed project would entail adaptive reuse of two existing buildings on fully developed urban parcels. Eight existing one- and two-story buildings on two adjacent parcels would be demolished and two five-story buildings would be erected in their places. Because most of the existing buildings are currently vacant, the project would increase the intensity of uses on the site. However, the development of nine live/work units, 242 residential units and about 129,300 square feet of multimedia/business services use in the area would not be a significant effect because it would be in an area that is intensively developed and that already supports significant amounts of residential, office, and commercial development in surrounding blocks. The project would be developed within the existing block and street configuration, and therefore could not divide the physical arrangement of an established community. The uses proposed for the site are permitted uses in the SSO (Service/Secondary Office) zoning district and in the Redevelopment Area in which the site is located. The proposed project would not result in any land use conflicts with existing surrounding uses, which are similar to the proposed uses.

No substantial *General Plan* conflicts have been identified except for the demolition of the perimeter wall at 200 Brannan Street, which is discussed in the following section.

B. HISTORIC ARCHITECTURAL RESOURCES

Setting

The project site is located in the South End Historic District, which was designated by the San Francisco Board of Supervisors in 1990 in recognition of the district's significance to the historical development of San Francisco's southern waterfront as the premier maritime port of the nineteenth and early twentieth centuries.

The existing building at 250 Brannan Street was constructed in 1906, after the 1906 earthquake and fire. Much of the general area surrounding the project site was rebuilt around the same time. As an older building in the City's historic core, the building has been surveyed in the past to determine its historic and architectural significance. The building at 250 Brannan Street has been designated a Contributory building in the South End Historic District. The adjacent 200 Brannan Street building is a complex of seven buildings behind a unifying, continuous wall that runs along Delancey and Federal Streets, and has been designated a Contributory site. The wall was constructed in 1926 and is the contributing element of the site. The building at 1 Federal Street, constructed in 1935, was also designated a Contributory building although it was constructed at the end of the period of historic significance within the South End Historic District. Although 41 Federal Street was constructed five years earlier than 1 Federal Street, it has been designated a Non-contributory building.

SOUTH END HISTORIC DISTRICT

History of the Area¹

For decades after the 1849 Gold Rush, San Francisco was the principal West Coast seaport connecting California with the outside world. The sheltered location and deep water of the San Francisco Bay made it well-suited to become the most significant port on the West Coast until well into the 20th century. "Steamboat Point," which projected out into the Bay between today's Second and Third Streets, was home to shipbuilding and dry-dock facilities from the 1850s onward. Seasonal fluctuations in commodities and irregularities in transportation necessitated storage of goods in warehouses for varying periods of time, sometimes up to many months. The need for long-term storage space led to the construction of warehouses in proximity to the ship wharves. Two public works projects, the "Long Bridge" and the "Second Street Cut" in 1865, opened the southern waterfront of San Francisco to industrial development. Completion of the transcontinental railroad in 1869 and the eventual extension

of railway lines into the area also served as a major impetus for development of the area. The progressive filling of Mission Bay provided additional land on which to construct new storage facilities.

The filling of Yerba Buena Cove began during the early days of the Gold Rush and accelerated during the 1850s to encompass the South Beach area by the mid-1860s. The Citizens Gas Company, built in 1865 was the first large-scale plant built on fill in the area and was supplied with coal that was transported to new wharves. Trade and commerce accelerated, and by 1867, the Pacific Mail Steamship Company erected extensive wharves and warehouses at the foot of Townsend Street. Warehouses such as the Company's Oriental Warehouse (1867) soon filled the area and were increasingly served by rail lines and rail spurs, some of which extended into buildings like the California Warehouse (1882). Although much of the area burned in the fire that followed the 1906 Earthquake, a large portion of the area was subsequently rebuilt with new warehouses in response to large increases in freight traffic in the port.

Historic District Designation

Historic district designation for the area originally known as Steamboat Point was proposed by the San Francisco Planning Department in a June 1985 document entitled "South of Market Plan: Proposal for Citizen Review," which was developed in consideration of inventories prepared by the Foundation for San Francisco's Architectural Heritage [Heritage]. Adopted as an element of the *San Francisco General Plan* in 1990, the South of Market Plan identified the "Proposed South End Historic District" and recommended adoption of the district.

In April 1990, the South End Historic District, encompassing the project site and buildings in the vicinity of the site, was designated by the San Francisco Board of Supervisors (Ordinance 104.90) as an historic district in accordance with procedures set forth in Article 10 of the City Planning Code. Article 10 is the basic law governing historic preservation in the City and County of San Francisco. The District is generally bounded by Harrison Street to the north, First Street to the east, King Street to the south, and Ritch Street to the west, and includes properties within the Rincon Point-South Beach Redevelopment Project Area. Justification for designation as an historic district is set forth in Resolution No. 413 by the Landmarks Preservation Advisory Board (March 15, 1989) citing the area's "special historical, architectural, and aesthetic interest."

Case Report No. 89.065L, cited in the designating ordinance, identified the buildings at 200 Brannan Street, 250 Brannan Street (identified as 230 Brannan Street in the Case Report), and 1 Federal Street as "Contributory" because they date from the Historic District's period of significance and retain historic

integrity. According to the Case Report, the South End Historic District consists of 73 Assessor's Lots and adjacent rights-of-way on the southern waterfront. These 73 properties are located on Assessor's Blocks 3764, 3774, 3775, 3787, 3788, 3789, and 3794. The properties front Bryant, Brannan, Townsend, King, First, Second, Third, Colin P. Kelly, Federal, South Park, and Stanford Streets. About 48 buildings have been designated Contributory.

The District's period of historic significance, 1867 to 1935, comprises the era during which the waterfront was a vital part of maritime commerce in both San Francisco and the nation. Only four buildings remain from the nineteenth century, and another four remain from the early twentieth century prior to the 1906 earthquake. The majority of the buildings were erected between 1906 and 1929, a period during which trade along the waterfront increased dramatically.

According to Appendix I to Article 10 of the City Planning Code, "The development of warehouses over a 120-year period along the southern waterfront provides a benchmark from which to view architectural and technological responses to the rapid changes of growing industrial nation state and city [*sic*]. The interdependence of architecture and history can be seen from a look at the evolution of warehouse forms along the southern waterfront. Unlike most other areas of the San Francisco waterfront, the South End Historic District contains an extraordinary concentration of buildings from almost every period of San Francisco's maritime history. Several street fronts—such as Second, Third and Townsend—are characterized by solid walls of brick and reinforced concrete warehouses. With this harmony of scale and materials, the South End Historic District is clearly a visually recognizable place" [The District is] "an important visual landmark for the city as a whole. The large number of intact masonry warehouses which remain to this day are reminders of the maritime and rail activities which helped to make San Francisco a great turn-of-the-century port city. The warehouse district, because of its distinct building forms, is identifiable from many parts of San Francisco and the greater Bay Area."²

HISTORIC ARCHITECTURAL RESOURCE SURVEYS OF THE AREA

In addition to being a locally designated historic district, the site and vicinity have been evaluated during a number of architectural and historic architectural resource surveys. These surveys used a variety of criteria and methodologies and resulted in a number of ratings.

The Junior League of San Francisco completed a survey of historically and architecturally significant structures in San Francisco, Marin, and San Mateo counties in 1968. The Junior League survey described historic structures based on evaluation criteria that included the structure's age, its association

with an historic event or famous person, and whether it was a representative example of a particular style and/or body of work of an important architect or builder. The results of the Junior League study are published in the book *Here Today*, recognized by the City as an official inventory of historic structures. None of the project buildings are listed in *Here Today*.

The San Francisco Planning Department conducted a citywide inventory of architecturally significant buildings from 1974 to 1976. The inventory assessed the architectural significance of 10,000 structures citywide from the standpoint of overall design and particular design features. Both contemporary and older buildings were included and each building was numerically rated according to its overall architectural significance. The survey resulted in a listing of the best 10 percent of San Francisco's buildings. The ratings ranged from the lowest rating of "0" to the highest rating of "5." Although the survey rated many buildings in the vicinity of the subject site, the only building on the project site that was rated was 250 Brannan Street, which was assigned a rating of 2. The buildings that were rated from 3 to 5 represent less than 2 percent of the City's entire building stock.

The Foundation for San Francisco's Architectural Heritage also conducted architectural surveys of structures in many parts of San Francisco, including the project site vicinity, and published the results in 1979 in the book *Splendid Survivors*.³ The Heritage survey was based on a model put forth by Harold Kalman in his book *The Evaluation of Historic Buildings, A Manual*, published by the Canadian government in 1978; the same 13 rating categories from the Heritage survey were in turn later adopted for the Downtown Plan survey, which did not encompass the project area. Summary ratings from "A" to "D" were assigned to each building on the basis of the evaluation of the 13 categories, with "A" representing buildings of Highest Importance. B-rated buildings were termed of Major Importance, while C-rated buildings were determined to be of Contextual Importance. D-rated structures were considered of Minor or No Importance. The proposed project site is located in the South of Market East Secondary Survey Area covered by the Heritage survey. Only one Brannan Street address (301 Brannan Street) was discussed in *Splendid Survivors*. Although the buildings on the project site were not rated or discussed in *Splendid Survivors*, the building at 250 Brannan Street (230 Brannan in the Case Report) was identified in the Case Report for the Historic District as having a Heritage rating of "B" and 1 Federal Street was assigned a "C" rating. Although 200 Brannan was not assigned a letter rating, it was deemed Contributory to the Historic District. The full *Splendid Survivors* descriptions of B- and C-rated buildings are:

B. Major Importance. Buildings which are of individual importance by virtue or architectural, historic and environmental criteria. These buildings tend to stand out for their overall quality rather than for any particular outstanding characteristics. B-group buildings are eligible for the National Register, and secondary priority for City Landmark status.

C. Contextual Importance. Buildings which are distinguished by their scale, materials, compositional treatment, cornice, and other features. They provide the setting for more important buildings and they add visual richness and character to the downtown area. Many C-group buildings may be eligible for the National Register as part of historic districts.

Prior to establishment of the South End Historic District, an area corresponding to the District was evaluated for eligibility for the National Register of Historic Places by the California Department of Transportation (Caltrans) in 1983. Caltrans performed the evaluation as part of its work on the I-280 Transfer Concept Program. Reviewers determined that the area, referred to as the "Rincon Point/South Beach Historic Warehouse-Industrial District," appeared eligible for listing in the National Register.⁴ Although the State Historic Preservation Officer reviewed and concurred with the 1983 evaluation, the District was never formally listed in the National Register of Historic Places or in the California Register of Historic Resources.

UNREINFORCED MASONRY BUILDING ORDINANCE

In 1993, the City and County of San Francisco Board of Supervisors adopted Ordinance 225-92, the Unreinforced Masonry Building (UMB) Seismic Retrofit Program. The primary goal of the UMB ordinance was to reduce injury and loss of life from unreinforced masonry buildings during seismic events. The research presented to the Board found that during an earthquake event the risk to life comes primarily from certain existing buildings which have unreinforced masonry bearing walls. It was also found that there were approximately 2,100 UMBs in San Francisco, the majority of which were built soon after the 1906 earthquake. These buildings as a group were generally found to be between one and four stories tall, and in commercial or industrial use. Because of their age, UMBs were recognized as "important reminders of San Francisco's past," with 40 buildings being City-designated Landmarks and most of the remaining being either significant or contributory to existing or proposed historic districts.

The Environmental Impact Report (EIR) entitled *Earthquake Hazard Reduction in Unreinforced Masonry Buildings: Program Alternatives* found that a large number of the UMBs were within the South of Market area, including the South End Historic District. Of the 2,100 UMBs identified in the City, approximately 1,650 of them were determined to be subject to the UMB Ordinance, which requires them to be seismically strengthened by a deadline that varies from 1997 to 2007, depending on the risk level assigned to the building. Of the four buildings on the project site, only 250 Brannan Street was determined to be subject to the UMB Ordinance. This building would be seismically upgraded as part of the proposed project. The exterior wall at 200 Brannan Street is structurally unsound and would require seismic upgrading.

PROJECT SITE

Site History

Although a variety of commercial buildings and some residential buildings previously occupied the project site, they were all destroyed by the fire that accompanied the 1906 earthquake. The oldest building now on the site, the three-story brick building at 250 Brannan Street, was erected in the months following the earthquake. The building was designed by architect Henry A. Schulze. Following its completion in 1906, the H.S. Crocker Company, founded in Sacramento in 1856 by Harry S. Crocker, relocated to this building and conducted printing, lithography, and stationary warehousing operations. The building was reputed to be the largest printing house west of Chicago at the time, and was the headquarters for the Crocker-Langley San Francisco Directory. The building was subsequently occupied by a variety of businesses, including a Chinese laundry, printing and stationary shops, paint shops, a wool scouring plant, and automobile and truck maintenance facilities. The Gallo Salame Co. acquired the site and began operations in the building in 1963. Gallo manufactured salame and sausage on the site until early 1999.

Farnsworth & Ruggles, a "draying, forwarding and safe moving company" established in 1858, constructed the buildings at 200 Brannan, 1 Federal, and 41 Federal Streets in 1926, 1935, and 1930, respectively. The 200 Brannan Street building is actually a donut-shaped group of buildings, constructed at different dates, behind a single unifying façade wall that runs along First (Delancey) and Brannan Streets. The original building at 200 Brannan, constructed in 1926, was used by Farnsworth & Ruggles as a freight distribution terminal and garage. Following the company's construction of the one-story 41 Federal Street building, it was used as a warehouse and offices. The last building constructed (1 Federal) was used by Farnsworth & Ruggles for draying (cart hauling) and warehousing until the mid 1950s. When Gallo took over the 250 Brannan Street building in 1963, the 200 Brannan, 1 Federal, and 41 Federal Street properties were occupied by other businesses, including the San Francisco Examiner newsprint warehouse and an automobile and truck repair, facilities. By 1979 Gallo Salame had acquired the warehouses on these adjacent properties.

Building Construction and Condition

250 Brannan Street

The three-story 250 Brannan Street building is constructed of unreinforced brick in a commercial style common to the turn-of-the-century era in which it was built. The building design combines elements of the Romanesque Revival and Renaissance Revival. It is a bulky, rectangular building with a fourth penthouse story (added in 1969) set back from the front and sides of the building, that is generally unnoticeable from the street. The original portion of the building, which appears to be in reasonably good condition, has an exposed plain red brick wall on the west side of the building, unbroken by

windows or doors, while the east side abuts 200 Brannan Street. The front façade is finished with buff-colored modular brick quoins. This façade is horizontally bisected into slightly unequal halves, with the rusticated first story acting as a base for the upper floors. The façade is further distinguished by a number of design features, including two courses of regular fenestration across the upper half of the façade and different brick bonds employed in the two halves. The bricks in the slightly smaller ground-level portion of the building are laid in a common bond, with a recessed course of headers separating every fifth course of stretchers creating horizontal grooves across the lower half of the building. Several rows of brick corbeling create the transition between the lower and upper portions of the building.

At the left end of the front façade, a glass and aluminum pedestrian doorway is located in a deeply recessed opening enclosed by a black wrought iron gate. A canvas awning adorned with the Gallo logo projects over the opening. To the east of this entrance is a double-wide cargo bay with a recessed gray metal roll-up door that provides vehicular access into the interior of the building. A similar single-width cargo door is located at the other end of the building. In between are five square loading bays that are set about 1 to 2 feet above the sloping grade. Each is covered by a slightly recessed gray metal roll-up door. A sixth rectangular bay in this row of openings has a recessed steel fire door flanked by plain white concrete panels, with six shallow concrete steps leading up to the door.

The brick is laid in a running bond on the upper half of the building. Each vertical pair of window openings in the upper portion of the building is set in slightly recessed rectangular panels or bays that are defined by broad pilasters (architectural supports that look like rectangular columns projecting from the walls) of brick. With the exception of an aluminum casement window over the pedestrian entrance to the building, each of these window openings is covered with light beige aluminum louvers. A slightly projecting central bay that extends to ground level emphasizes the center of the façade. A corbeled brick cornice runs along the top of the façade, ornamented by a relief pattern and topped by a projecting header course and a string course of rusticated grayish-beige jumbo bricks. A crenellated brick parapet crowns the building. Across both the front and exposed side façades are rows of flanged nuts, apparently the ends of structural tension members, projecting from the brick face. A variety of metal utility pipes and iron fixtures also project from the front façade.

The small fourth-story penthouse is of wood and stucco construction and aluminum sliding sash windows. The smooth-surfaced exterior walls are painted beige and are not adorned by any architectural embellishments. The penthouse has a combination flat and pitched roof.

The rear half of 250 Brannan Street is two stories tall and has a sawtooth roof, with five projecting pitched roofs. They are covered on both sides by hipped gables with composition shingles. A series

of sheet metal vents project from one side of each roof. The flat roof on the front part of the building is topped by numerous metal ducts for ventilation and exhaust.

The building appears to be in good condition, though the western brick wall shows signs of its deterioration. Some of the bricks on the front façade are dark and discolored and some of the utility pipes on the front of the façade show signs of corrosion.

200 Brannan Street

The wall enclosing the 200 Brannan Street property is a Mission Revival-style wood frame, reinforced concrete, and concrete block structure with a beige stucco exterior. The continuous façade wall is approximately 20 feet tall and encloses seven single-story warehouses and two open sheds configured in a donut shape around an internal courtyard. The continuous façade extends for a distance of approximately 275 feet along Brannan Street and approximately 275 feet along Delancey Street. The lightly ornamented façades on both streets are visually articulated by broadly arching parapets at each end, with a somewhat narrower arching parapet in the middle of the façade. The broader parapets are capped by a plain crown molding. The façades are further broken up by pilasters at the terminus of each arched parapet and by a canton at the junction of the two walls. The pilasters and the canton project above the top of the wall to further emphasize the column effect.

Reflecting the building's utilitarian function, the façade is punctuated by large arched cargo door openings with metal roll-up doors. Three of these doors are located along the Brannan Street façade and a single such door is positioned in the middle of the Delancey Street façade. These doors are large enough for trucks to enter into the building interior or the interior courtyard. The Delancey Street façade also has a series of six large loading doors with the openings elevated to truck-bed level, and two pedestrian-scale doors are located on the Brannan Street façade, near the eastern end. One of these is a metal door with a reinforced mesh window. The other is a deteriorating wood veneer door. The loading doors along Delancey Street are variously covered by metal roll-up doors, sliding metal doors, or sliding wood plank doors, some of which have been sealed shut.

The multiple door openings in the exterior walls are balanced by multi-paned industrial windows bisected by narrow mullions. Many of the windows, including all that are at pedestrian level, have been covered over with tin sheeting. The exterior façades are structurally unsound, the cement plaster coating is chipped or cracked in places, and the steel reinforcing bars are exposed in some locations, generally around door and window openings. The paint is peeling in spots, and the walls and doors have been marked by graffiti.

1 Federal Street

One Federal Street is a three-story reinforced concrete Art Deco warehouse with block massing, light ornamentation, and vertical articulation. The front façade is painted a uniform dark sea green on the first story, while the two upper stories are painted light gray and that is accented by white pilasters. A low-rise corner tower with a setback cornice provides a penthouse-like fourth story. The front façade is articulated by major and minor pilasters. The bays formed by the major pilasters contain triplets of multi-lighted industrial sash windows at each story; within the tower, the windows are in pairs. The central four sashes of the two flanking windows in each triplet function as awning windows. Rising from the flat roof, adjacent to the tower, is a decaying wooden flagpole.

The ground floor of the front façade is punctuated by large windows set in two of the three bays formed by the major pilasters. The central bay is occupied by the main pedestrian entrance: a set of double glass doors set in yellow wood casings, flanked by multi-paned sidelights. The windows in the flanking bays are divided into three large square lites atop a row of six small square lites with wide brown wood sashes. A natural wood railed stairway leads from either side up to a landing with balustrade at the pedestrian entrance.

The long Federal Street façade of the building presents a more stark and industrial appearance, softened by the red brick street and the presence of trees spaced at about 20-foot intervals on either side of the street. The façade is bluish-gray with white pilasters. Small industrial sash windows are paired in the bays between pilasters at each story. At the left end of the building is a slightly recessed, red-painted solid wood pedestrian door surrounded by narrow sidelights and transom light cased in blue-painted wood. To the west of this entrance is a garage/freight entrance with a swinging chain-link gate. Two more large cargo entrances are located at the east end of the façade, spanning the last and third-from-last bays. Both are covered by black metal roll-up doors that are scarred by graffiti.

The building exterior is in excellent condition, with the exception of a number of missing, broken, or boarded-over panes in the windows along Federal Street.

41 Federal Street

The building at 41 Federal Street is an austere single-story (with basement) reinforced concrete warehouse building with a stucco finish. The façade is divided into three bays by pilasters that rise slightly above the roofline, which is topped by a small, plain cornice. The building is painted gray, with white pilasters. A plain charcoal-colored fire door is located on the right side of the east bay. An aluminum louvered vent is in the middle of this bay, and a similar vent is set off-center in the center bay. There are no windows or other ornamentation along the façade. The façade is in good condition. Ventilation equipment is located on top of the flat roof.

Known History of Building Modifications

To obtain information on alterations made over the years on the existing buildings on the project site, records of building permit applications were reviewed at the City's Department of Building Inspection (DBI). Information was also obtained from fire insurance maps prepared by the Sanborn Map Co. on file at the Bancroft Library at the University of California at Berkeley. Additional information was derived from records at the San Francisco Water Department, the Foundation for San Francisco's Architectural Heritage, and at the History Room of the San Francisco Public Library. No records were found of numerous modifications that are apparent on the buildings today. The discussion below only lists significant building alterations.

250 Brannan Street

Originally constructed in 1906 for an estimated cost of \$80,000, the H.S. Crocker building replaced a wine warehouse that was destroyed in the fire following the 1906 earthquake. The building was constructed on thick brick footings and foundations. The sawtooth roof on the rear portion of the building was covered with tin and faced with skylights. The flat roof on the front of the building was wood covered with asphalt and gravel. Terra cotta-lined chimneys extended 6 feet above the roof. The window openings on the front façade were covered by fire shutters of tin-covered wood. Interior vaults of fireproof construction were located in the middle of the building for the storage of valuables. Two elevator shafts enclosed in reinforced concrete were also located in the center of the building. According to the original building permit, there were open lofts between floors. Both the front and rear portions of the building were equipped with automatic sprinklers for fire protection.

The 1913 Sanborn Map that includes the project site indicates that by this date the flat roof on the front portion of the building had been replaced by a sawtooth roof with glass sidelights similar to the one on the rear half of the building. No record of this modification was available. The 1929 Sanborn Map shows the building to be vacant, while the 1930 Sanborn Map shows the building occupied by a wool warehouse in the front portion and a wool scouring plant in the rear. By 1930 two steam boilers had been added to an interior courtyard at the rear of the property that was delineated at the rear by a brick retaining wall.

The building was apparently damaged by a fire in 1963 or early 1964, as indicated by a March 1964 building permit for removal and reconstruction of burnt areas of the building. Subsequent permits in 1964 and early 1965 indicate that substantial interior modifications were made to the building to convert it from a warehouse to a warehouse and Italian salame manufacturing facility. New rooms were created, a concrete floor slab was poured at the rear of the building, and a recessed truck loading dock and freight elevator were installed. The sawtooth sidelights on the front portion of the roof were not shown

III. ENVIRONMENTAL SETTING AND IMPACTS

on the 1965 Sanborn Map; the two boilers at the rear of the building were also removed. There were no records of these modifications on file at the Planning Department.

The canvas awning that currently covers the pedestrian entrance was added in 1966. In 1969 the building was structurally reinforced with steel girders and track timbers. In June of 1966 the penthouse was added to the roof. Construction of a new trash room, which included a foundation and new slab walls, was completed in 1975.

In 1978, a variety of structural and other significant alterations were made to the interior of the building. The second floor roof was raised to provide additional clearance for Gallo manufacturing operations. New ceilings, walls, vents, lighting, and concrete curbs were added to the building, presumably on the three-story portion of the building. Two structural openings were cut at the ground floor into the adjacent building at 200 Brannan and fitted with rolling steel doors. A conveyor system was installed in one of the openings and a new stair leading down into the adjacent building was installed in the other opening.

One of the two single-faced panel signs currently adorning the upper front of the building was erected in 1980. Three steel roll-up doors were also installed in the front façade in that year. Additional interior alterations were made in 1981 that included new electrical and plumbing work, and installation of ceilings and doors.

200 Brannan Street

The collection of buildings at 200 Brannan Street was originally constructed by Louis Johnson in 1926 for an estimated cost of \$40,000. A review of historical records revealed few significant modifications to the buildings over the years, though some changes are apparent through observation. The 1930 Sanborn Map indicates that the courtyard-facing walls of the two warehouse buildings on the north side of the site were strengthened with reinforced concrete and the wall separating them was shown as 12-inch-thick brick; reflecting changes from the 1929 Sanborn Map. The corner office at First and Brannan Streets was enlarged in 1937. A new stair was built to the mezzanine-level office, the floor was replaced, and toilets and a lunch room were constructed. By 1948 (according to the Sanborn Map), a wide opening between the auto/truck garage at the northwest corner of the site and the adjoining warehouse to the east had been sealed and provided with a connecting doorway. A small one-story wood frame shed with a composition roof had also been added to the northeast corner of the courtyard.

The most substantial modifications to the site appear to have occurred in 1959, when the wood frame construction and sliding wood doors on the north and east sides were replaced with 8-inch concrete block walls. As a result, all of the cells were filled with grout and reinforced. In addition, new sectional overhead doors were installed and a new partition of steel studs and plasterboard was constructed in

the garage to provide a new parts room measuring 48 feet by 24 feet. An opening was cut in an existing concrete wall to provide a door between the new parts room and the auto shop. The owner of record for the building permit was the San Francisco Examiner. Although the 1965 Sanborn Map showed changed uses for some of the buildings, they were still in use for warehousing, truck parking, and truck repair.

Sometime between 1970 and 1984, the wired-glass skylights in the two warehouses on the north side of the site were removed. A sign for Imported Automobile Maintenance was painted on the south parapet in 1979 and a sign for the same business was painted on the east exterior wall next to the garage entrance. In 1992, under the ownership of Consolidated Food, Inc., the parapet was reinforced with bracing in compliance with the Parapet Safety Program.

1 Federal Street

Built in 1935, 1 Federal Street was constructed as an addition to the warehouses at 200 Brannan Street, owned by Farnsworth & Ruggles. Although there are no records for exterior modifications to the original reinforced concrete structure, a survey conducted by the Foundation for San Francisco's Architectural Heritage in 1980 notes that minor exterior alterations include doors and fire ducts for heating.

41 Federal Street

The original construction at 41 Federal Street was of 6-inch reinforced concrete walls with a fire wall extending 24 inches above the flat roof. The building was constructed by Farnsworth & Ruggles as an extension to their warehouses at 200 Brannan Street. An interior doorway in the new building connected the two sites. The only alterations of record occurred in 1965, when offices and a new bathroom were installed. According to the building permit, the owner in November 1965 was the Arctic Engineering Co. The 1980 Heritage survey indicates that at the time of the survey the building had three rooms and three bathrooms. No modifications are apparent on the series of Sanborn Maps spanning the years 1929 through 1990.

SIGNIFICANCE CRITERIA

San Francisco has not formally adopted significance criteria regarding historical architectural resources. However, in accordance with CEQA section 21084.1, a project would have a significant effect if it would cause a substantial adverse change in the significance of an historical resource. The definition of an historical resource includes:

- A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources, as determined by Public Resources Code Section 5024.1 and Title 14, Section 4850 et seq. of the California Code of Regulations; and

- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code.

Building Significance

250 Brannan Street

The significance of 250 Brannan Street can be considered under two areas: (1) it is an example of the work of an influential San Francisco architect of the period; and (2) it is the oldest surviving example of a post-1906 warehouse building within an area that was a vital part of early San Francisco's maritime commerce. These considerations are discussed below.

The architect of the H.S. Crocker building (250 Brannan Street), Henry A. Schulze, was a prominent local architect at the turn of the century who designed commercial buildings and homes throughout the Bay Area. He originally came to San Francisco in 1875 at the age of 22 and worked as a "draughtsman" with a local architect. After working for the noted architect Edward R. Swain between 1881 and 1886, he formed a partnership in 1887 with Octavius G. Moore (Moore & Schulze), which was dissolved the following year. A subsequent partnership with George C. Meeker (Schulze & Meeker) also lasted about a year. Schulze started his individual practice in late 1890, and remained a sole practitioner for the remainder of his career, with the exception of the brief period between December 1904 and February 1906, when he was partnered with the renowned architect Arthur Brown, Jr.

Schulze designed buildings and residences for San Francisco's elite, including James C. Fair of the Fairmont Hotel, Timothy Hopkins of the Mark Hopkins Hotel, and Mrs. Jane Stanford (Stanford University). Among his most notable designs in San Francisco are Miss Lake's School for Young Ladies (ca. 1890), the Folger Coffee Building (1903-1905), and the pool room in the Olympic Club (ca. 1907). Other exceptional designs include the Romanesque Revival First Church of Christ Scientist in Oakland (1899-1900), the Mission Revival estate of W.S. Tevis in Bakersfield (1895), and the Natural Sciences Building at Stanford University (1899). Most of his San Francisco buildings perished in the 1906 Earthquake and Fire; a notable exception is the Folger Coffee Building.

Although the majority of Schulze's work pre-dated the 1906 Earthquake and Fire, he played a large role in the city's reconstruction in the period following the earthquake. He was appointed to the original Board of Architecture following its creation by the State Legislature in 1901, was re-appointed in 1903, and served as president of the Board in 1906. Schulze was also a member of the American Institute of Architects; he served as vice-president of the San Francisco chapter of the organization from 1900 to 1904 and as president from 1904 to 1906. As a post-earthquake member of the Structural Association of San Francisco, Schulze was concerned about the design and use of structural and fire-resisting

materials. He served as the architectural expert on the Structural Association's San Francisco Building Ordinance Committee, and thus helped guide structural design considerations in San Francisco's reconstruction.

Among Schulze's post-earthquake designs was the building at 250 Brannan, designed for Henry S. Crocker, founder of the H.S. Crocker Co. The H.S. Crocker Co. was the largest printing company west of Chicago publishing street and business directories for major western cities.

Regarding the building at 250 Brannan Street, the Foundation for San Francisco's Architectural Heritage 1980 survey of the building noted that it is "one of the best brick buildings in the area." Few brick warehouses of this era (ca. 1906) remain as the majority of warehouses constructed in the area after 1910 tended to be of concrete construction or a combination of brick and concrete. In general, warehouse buildings in the South End Historic District were constructed over a 75-year (or more) period, and the architectural styles evolved during this time in response to rapid technological changes in the growing industrial city, state, and nation.

The building is a well-preserved example of warehouse architecture at the turn of the century. Buildings from the era tended to have large block massing and three to six stories. Because of the functional requirements of such buildings, they tended to be designed more often by engineers and builders than by architects, and consequently tended to have simpler designs. (Economic considerations as well as fire insurance company guidelines tended to restrict the use of non-functional ornamentation. However, there was a greater attempt to introduce aesthetic considerations into warehouse design in the years following the 1906 earthquake.) Red brick was the standard construction material at the time 250 Brannan was built, although bricks of yellow, brown, gray, and other muted colors were used, as the subject building demonstrates. The façade texture was typically rough. Façades generally had few windows, but large doors were necessary to provide interior access to trucks and drays. Ground-level arches were common and were often repeated on upper floors, with flattened arches typical over windows. Simple cornices often provided abstract versions of the more elaborate cornices found on downtown buildings constructed in the late 19th century. Brickwork was sometimes used to create pilasters, with the subject building as an example.

Despite alterations subsequent to its construction, 250 Brannan Street remains an important example of historic architecture in the District. The building is identified as a Contributory building within the locally designated South End Historic District. The Historic District is considered to be eligible for the National Register. As such, the building is considered to be a significant historic resource. The Heritage survey rated the building Contributory to the South End Historic District, and assigned it a "B" rating, indicating Major Importance.

200 Brannan Street

The 200 Brannan Street site is a group of buildings that were constructed at different dates behind a single unifying wall which provides a continuous façade along Brannan and Delancey Streets. The architects of the 200 Brannan Street buildings are unknown; they were likely designed by an engineer or builder. Although some architectural historians have noted that the buildings are “undistinguished from an architectural viewpoint,”⁵ the wall is a unique element of the street scape and a character defining feature of the area. As shown in Figures 9 and 10, the wall was constructed in Mission Revival character, characterized by segmental, interrupted arches with random openings. The City identified the continuous façade wall as a contributory feature within the locally designated South End Historic District. The Historic District is considered to be eligible for the National Register. As such, the 200 Brannan Street contributory façade wall is considered to be a significant historic resource. The buildings on the site have not been rated by the Planning Department. The original occupant, Farnsworth & Ruggles, was one of many companies that provided warehouse facilities in the Historic District, and is not known to have any special significance to San Francisco’s development as an industrial center.

1 Federal Street

One Federal Street was designed by the engineers H.A Emmrick and E.L. Hansen, about which little is known. The building was constructed in the early 1930s at the end of what is considered the period of significance for the Historic District, 1867 to 1935, era when the waterfront was a vital part of maritime commerce in San Francisco. Warehouse design in the District during the period of significance changed considerably and represented many influences. The 1 Federal building is the only Art Deco warehouse in the District. The painted concrete structure is characterized by a corner tower at Delancey and Federal Streets with 11 bays along the Federal Street façade and three bays on the Delancey Street facade. The bays are divided by projecting pilasters with triple fenestration on Delancey Street and double fenestration along Federal Street. Heritage rated the building Contributory in 1980, with a “C” rating. It is a contributory structure within the locally designated South End Historic District. The Historic District is considered to be eligible for the National Register. Therefore, the 1 Federal Building is a significant historic resources.

41 Federal Street

The architect of the building at 41 Federal Street is unknown. Historically used as an auxiliary warehouse for Farnsworth & Ruggles at the adjacent 200 Brannan Street site, the building is undistinguished architecturally and has no known associations with important persons. The building was rated Non-Contributory by Heritage and is unrated by the Planning Department.

IMPACT ANALYSIS

Potential Impacts on 250 Brannan Street

As noted in the Setting section, the building at 250 Brannan Street is a Contributory Building in the locally designated South End Historic District which is considered to be eligible for the National Register. The building has also been rated a Contributory structure by the Foundation for San Francisco's Architectural Heritage, indicating that it dates from the South End Historic District's period of significance and retains it's a high level of historic integrity. It was assigned a "B" rating by the Heritage, signifying that it is of individual importance by virtue of architectural, historic and environmental criteria (see Figures 13 and 14 on pages 54 and 55). The building was also rated "2" in the 1976 Planning Department survey (on a 0-5 scale, with "5" the highest rating). The building is historically significant because it is a prime example of early 20th century warehouse construction and design in the waterfront district of San Francisco. The architecture demonstrates the trend, started during reconstruction following the 1906 earthquake, of introducing aesthetic elements into the design of what were heretofore strictly utilitarian buildings. The building provides a fine example of the size, massing, and building materials employed in warehouse construction in the early part of this century. The building is also an example of the work of the influential architect Henry A. Schulze. Except for the addition of the fourth-floor penthouse, the building retains much of its original integrity.

The 250 Brannan Street building would be adaptively reused, with a partial third story added to the rear of the building to bring the entire building to three stories. The building would be seismically strengthened in accordance with State Historic Building Code standards. This work would be done on the interior of the building, which has undergone substantial modifications over the last 80 years and does not retain its original integrity. The exterior brick finishes of the building would be preserved and cleaned. The entrance awning and panel signs, added in 1966 and 1980, respectively, would be removed. The entrance door would be removed and replaced with a wood and glass door that would be more compatible with the historic character of the building. The aluminum louvers that cover the original fenestration of the building would be removed and replaced with wood sash windows that would also be compatible with the historic window treatment. The project sponsor's intentions are that the modifications to the building would be undertaken in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (the Secretary's Standards).⁶

The most noticeable change to the building proposed by the project would be the removal of the existing sawtooth roof on the rear, two-story portion of the building and the addition of a partial third story. Removal of this roof portion would appear to be compatible with the *Secretary's Standards* because the roof was previously modified from the original design, through the later addition of glass sidelights and



Site photo looking west on Brannan Street



Photomontage looking west on Brannan Street

Source: Square One Productions

PHOTOS LOOKING WEST ON BRANNAN STREET FIGURE 13



Site photo looking east on Brannan Street



Photomontage looking east on Brannan Street

Source: Square One Productions

PHOTOS LOOKING EAST ON BRANNAN STREET FIGURE 14

with a tin sheathing. If the rear story addition were removed at a future date, the original historic character of the building would be retained. The *Secretary's Standards* state:

"New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property and its environment. The new work shall be differentiated from the old to protect the historic integrity of the property and shall be compatible with the massing, size, scale, and architectural details to protect the historic integrity of the property and its environment.

"New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired."⁷

The 250 Brannan Street character-defining features are excellent examples of the principal features of the buildings in the South End Historic District which make the building a significant resource: the overall form and continuity of the three-story building; the scale and proportion of the building which blends well with the other buildings; the red brickwork along the Brannan Street façade with the rusticated base, surmounted by the two additional stories and a cornice; the 11 bays on Brannan Street each with a single opening; the large door openings to facilitate easy access of bulk materials; and the corbeled brick cornice running along the top of the façade. The proposed project would alter the building primarily by adding a partial third story to the rear of the building and seismically upgrading the building, and making minor modifications to the windows and entry way that would be more compatible with the historic character of the building. These alterations would not substantially affect the character-defining features which make the building a significant resource.

Because the important character-defining features of the building would be retained and the proposed work would appear to be in accordance with the *Secretary's Standards* and with State Historic Building Code standards, the City has determined that historic architectural resource impacts on 250 Brannan Street would be less than significant.

Potential Impacts on 200 Brannan Street

Under the proposed project, the existing buildings at 200 Brannan Street, including the exterior façade wall, would be demolished and a new building would be constructed in their place. The exterior façade wall dates from the South End Historic District's period of significance and provides an example of the Mission Revival architectural influence. The continuous wall, characterized by the lightly ornamented façades and articulated arching parapets, runs about 275 feet along both Delancey and Brannan Street wall and is a unique element of the Historic District streetscapes and a character-defining feature of the area.

Because the South End Historic District is a local historic district designated by the City and has been determined to be eligible for the National Register of Historic Places, and the exterior wall at 200 Brannan Street is a Contributory structure to the District, demolition of the wall would constitute a significant adverse impact on an historic resource. Demolition of the other structures on the site would not be a significant impact as they are not Contributory structures to the South End Historic District.

Potential Impacts on 1 Federal Street

The building at 1 Federal Street has also been determined to be a Contributory structure to the South End Historic District; it was not rated during the 1976 Planning Department survey. It was assigned a “C” rating by the Heritage, which means that it is distinguished by its scale, materials, compositional treatment, cornice, and other features, and adds visual richness to the Historic District. The building is historically significant because it was constructed during the period of significance of the Historic District and because it is the only Art Deco warehouse located in the District. The building serves as an example of the wide range of architectural styles that were employed in the District over the course of the period of significance. The building appears to retain its original architectural integrity and no records of modifications were found in Planning Department files.

The character-defining features which make the 1 Federal Street building a significant resource are the corner tower, the painted concrete façade, the bays along Federal and Delancey Streets with the projecting pilasters, and the industrial sash fenestration. The proposed project would adaptively reuse the 1 Federal Street building by converting a warehouse structure with ground-floor retail space to residential use. The ground-floor window openings on Delancey Street would be enlarged and windows would be added on the building's south side. The alterations would not substantially affect the character-defining features of the building as old materials would not be destroyed, the integrity of the building would remain as the original fenestration would not change. The project sponsor's intentions are that the additional fenestration on the south side of the building would be designed to be in accordance with the *Secretary's Standards* which call for new fenestration to supplement the original fenestration with additional panels that differentiate from the original but maintain the actual rhythm of the original fenestration.

The proposed modifications to 1 Federal Street would not cause a substantial adverse change to an historical resource, and therefore, this impact would be less than significant.

Potential Impacts on 41 Federal Street

The building at 41 Federal Street was designated a Non-Contributory building to the South End Historic District by the Foundation for San Francisco's Architectural Heritage in its 1980 survey. It was not rated by the San Francisco Planning Department in the course of its 1976 survey, and appears in no registers

of historic properties. The building is not architecturally distinguished, and is not associated with any persons or events of historical significance. For purposes of this analysis, the building would not be considered an historical resource. Therefore, its demolition, as planned under the proposed project, would not constitute a significant adverse impact to historical resources.

Potential Impacts on the Historic District

The exterior façade wall at 200 Brannan Street is a distinctive feature of the South End Historic District and is prominent in the immediate vicinity of the building. The intent of the wall was to mask the utilitarian structures behind. The Mission Revival wall extends approximately 275 feet along Brannan Street and approximately 275 feet along Delancey Street and is characterized by segmented arches with random openings. The wall demonstrates the use of parapets during this era to accentuate proportional relationships on large facades and relieve powerful horizontal massing. The simple projecting-band cornice is also representative of the restrained ornamentation favored for articulating large warehouse façades in the early part of the 20th century. The 200 Brannan Street wall forms part of the eastern edge of the Historic District between the Oriental Warehouse and the 1 Federal and 512 Delancey Street (Cape Horn Warehouse) buildings.

Removal of the wall would affect the overall physical appearance of the South End Historic District, eliminating a unique element from the streetscape in the vicinity of the intersection of Brannan and Delancey Streets. It is an important visual element of the District and one of many features that give the area its character. None of the other 72 parcels in the Historic District feature a similar exterior façade wall. For this reason, removal of the wall would have an adverse affect on the overall historic quality of the Historic District.

The demolition of the 200 Brannan Street buildings and perimeter wall, however, would not diminish the general historic value of the South End Historic District. The Historic District would still retain its integrity because virtually all of its character-defining features would remain intact. The District would still contain an extraordinary concentration of buildings along the southern waterfront from almost every period of San Francisco maritime history over the course of 120 years that would provide a benchmark from which to view architectural and technological responses to the growing industrial nation and city. There were 48 contributory sites (including 200 Brannan) identified within the Historic District. If the project were approved and the 200 Brannan Street contributory wall demolished, there would still be 47 contributory sites remaining. The District's masonry warehouses would still remain intact and continue to be important reminders of the maritime and rail activities which helped make San Francisco a great turn-of-the century port.

Potential Cumulative Impacts

The proposed project would result in a cumulative impact if, when combined with other physical changes that have taken place in the South End Historic District since its designation in 1990 or other probable future projects in the area having related or similar impacts, the project would have a greater potential to affect the overall significance of the South End Historic District than if the project were considered singly.

Since the District was designated in 1990, there have been 38 projects involving new construction, alterations or additions to existing buildings that required Certificates of Appropriateness from the City Planning Commission following review and recommendations from the City's Landmarks Preservation Advisory Board. These projects are listed in Appendix C, which describes the type of permit and date of approval. Approximately 36 Certificates of Appropriateness have been granted for projects in the Historic District, most of which entail minor changes and repairs. There has been one large residential construction (127 units), an 18-unit live/work project, and a conversion of about 73,500-square-foot warehouse to office use. There has been no demolition of existing buildings. In addition, there have been some changes to the District within the Rincon Point/South Beach Redevelopment Area that have not required Certificates of Appropriateness from the Planning Commission. In these cases, the Landmarks Preservation Advisory Board made their recommendations on the proposals to the Redevelopment Commission, the governing jurisdiction in those cases, instead of the Planning Commission. Those projects in the Redevelopment Area included conversion of the Oriental Warehouse at 650 Delancey Street, the oldest building in the District, to offices and residential condominiums, and the construction of three residential high-rise towers along Brannan Street. Prior to this development, the Oriental Warehouse was substantially damaged in a 1994 fire.

The Landmarks Preservation Advisory Board has not found any of the 36 proposed projects, either individually or in combination, to adversely affect the overall significance of the District. The implementation of the proposed project is not expected to result in a cumulative adverse effect on the overall significance of the Historic District, either individually or in combination with other existing and anticipated projects in the District. The overall form and continuity of the District, the scale and proportion of the warehouse buildings, the brick masonry materials of the buildings, the façade textures of the buildings, and the architectural detail of the buildings representing over a 120-year period of San Francisco's maritime history would remain. Project review procedures, including the Certificate of Appropriateness process and standard review of projects for consistency with the eight priority Master Plan policies created by Proposition M, serve as safeguards against the individual and combined cumulative impacts of this and future proposed projects.

NOTES - Historic Architectural Resources

1. Information in this section was derived from the case report prepared prior to the designation of the South End Historic District in 1989-90 (San Francisco Department of City Planning, Case Report 89.055L). This case report is available for public review at the Department of City Planning, 1660 Mission Street.
2. San Francisco City Planning Code, Appendix I to Article 10, p. 358. 12-358.13.
3. Charles Hall Page & Associates, Inc. for the Foundation for San Francisco's Architectural Heritage, *Splendid Survivors: San Francisco's Downtown Architectural Heritage*, San Francisco: California Living Books, 1979.
4. California Department of Transportation, District 4, Environmental Analysis Branch, "Historic Properties Survey Report, I-280 Transfer Concept Program," August 1983.
5. Roger R. and Nancy L. Olmstead for the Northeast Waterfront Advisory Committee, *Preliminary Survey of Historical Cultural Resources, Northeast Waterfront: Buildings, Piers, and Beltline*, July 20, 1978.
6. U.S. Department of the Interior, National Park Service, Preservation Assistance Division, Washington D.C., *The Secretary of the Interior's Standards for the Treatment of Historic Properties*, 1992.
7. *Ibid.*

C. TRAFFIC AND CIRCULATION

A transportation study for the proposed project was conducted by CHS Consulting Group.¹ The results are summarized in this section.

Setting

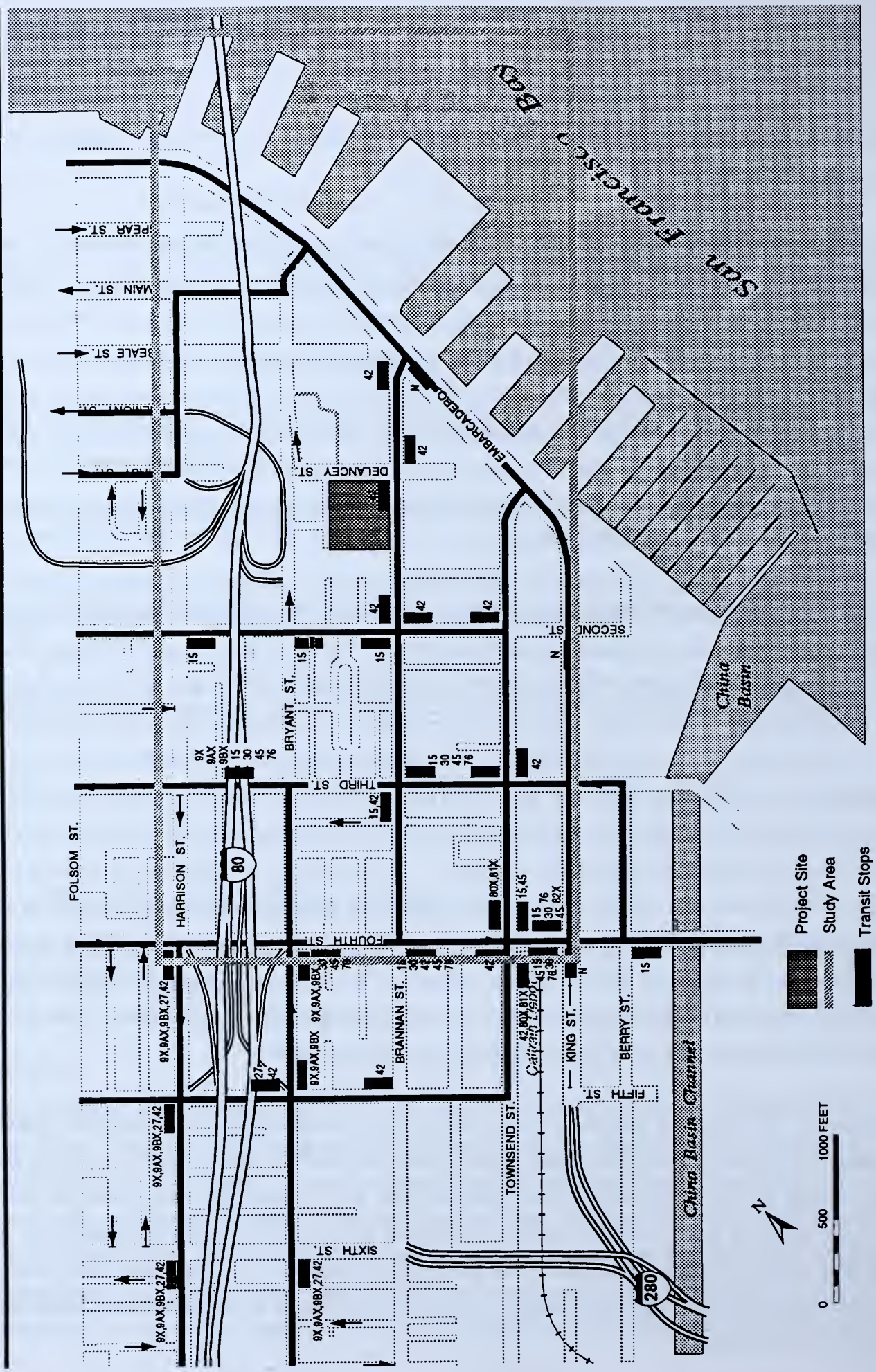
The proposed project is at the northwest corner of Brannan and Delancey Streets, one block west of The Embarcadero. Federal Street runs along the north boundary of the site and Rincon Street connects Federal Street to Bryant. Brannan Street is a Major Arterial with two travel lanes in each direction, on-street parking, and 10-foot sidewalks on both sides of the street. Delancey Street is a local street only one-and-one-half blocks long with one lane in each direction and 90-degree parking on the west side and parallel parking on the east side. Federal Street is a two-way alleyway with Delancey Street on the east side and a cul-de-sac to the west. It is approximately 21 feet wide with 7-foot sidewalks on both

sides. Rincon Street is a 19-foot-wide alleyway connecting Federal and Bryant Streets. There are 3-foot sidewalks on both sides.

The project site is also located in the South of Market area of San Francisco, an area of the City that typically becomes congested with traffic during the morning and afternoon business commute. Streets leading to the regional freeways become particularly clogged during the afternoon commute. The project site is within a few blocks of half a dozen freeway on-ramps and off-ramps, so some of the nearby streets serve as major commute corridors. Second Street in particular, which provides access to two Bay Bridge on-ramps, is subject to traffic congestion during the PM peak hour, which generally occurs between 4:30 p.m. and 5:30 p.m. Conditions on the area's regional freeways, including I-280, U.S. 101, and particularly I-80, are also congested during the PM peak hour, which exacerbates the backed-up conditions on the surrounding surface streets.

The traffic study evaluated existing and future traffic conditions within an approximately 12-block study area approved by the San Francisco Planning Department. The study area, shown on Figure 15 on page 62, is bounded by King Street on the south, Fourth Street on the west, Harrison Street on the north, and The Embarcadero on the east. Harrison, Bryant, Brannan, Townsend, King, The Embarcadero, Third, and Fourth Streets are all identified in the Transportation Element of the *San Francisco General Plan* as Major Arterial streets within and beyond the project study area. Major Arterials are defined in the General Plan as "cross-town thoroughfares whose primary function is to link districts within the City and to distribute traffic from and to the freeways." Of these Major Arterials, all but Second and Townsend Streets are also part of the Major Arterial System of the Congestion Management Program (CMP), established in accordance with State Congestion Management legislation, and of Metropolitan Transportation Commission's (MTC) regional network of freeways and streets that relieve traffic congestion and serve a regional transportation function. Delancey Street is considered a local street, along with the other short streets and street segments in the study area.

The General Plan identifies Harrison, Bryant, Brannan, and Townsend as Transit Important Streets between Third or Fourth Streets and Twelfth Street; it also identifies The Embarcadero, King, Third, and Fourth Streets as Transit Important Streets within the study area. Transit Important Streets are those on which priority is given to transit vehicles over autos during commute and business hours on weekdays, usually along curbside lanes. The General Plan identifies The Embarcadero and Second Street as Neighborhood Pedestrian Streets. Citywide Bicycle Routes are designated on Townsend, King, and Second Streets.



Source: CHS Consulting Group

EXISTING TRANSIT SERVICE AND STOP LOCATIONS FIGURE 15

One-way streets in the traffic study area include Bryant (eastbound), Third (northbound, north of King Street), and Fourth (southbound) Streets, which all generally provide four travel lanes, except during peak commute periods, when Bryant and Third Streets convert to five and six lanes, respectively.

Although Harrison is also a four-lane, one-way (westbound) street west of Third Street, it is two-way east of Third Street, with three westbound lanes between Spear and Third Streets and two lanes in each direction east of Spear Street. On-street parking is allowed on both sides of Harrison, Bryant, and Third, except during the peak commute periods (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.), when both parking lanes on Third Street and the north-side parking lane on Bryant Street (PM peak only) are used as travel lanes.

Bryant provides direct access to and from I-80, with on-ramps at Fifth, Eighth, and Sterling, and off-ramps at Fourth and Seventh Streets. Brannan, Townsend, and King Streets are oriented east-west, while Second Street is oriented north-south; all four streets provide two travel lanes in each direction and parking on both sides of the street. Between 4:00 p.m. and 7:00 p.m., the parking lane on the east side of Second Street becomes a third northbound travel lane. Only a block and a half long, Delancey Street provides one travel lane in each direction. It has 90-degree parking on the west side of the street and parallel parking on the east side. Federal Street is a two-way alleyway that ends in a cul-de-sac on the west side and connects with Delancey Street. Rincon Street is a south-sloping alleyway connecting Federal with Bryant Street. North bound traffic on Rincon Street may only turn right onto Bryant Street (left turns onto the Bay Bridge on-ramp are not permitted).

There are 26 MUNI bus stops for 12 different bus lines in the project study area, with additional stops located within easy walking distance of the project site. Access to the nearest BART station and the nearest SamTrans, Golden Gate Transit, and AC Transit bus stops requires a long walk or transfer to/from a MUNI bus line. The CalTrain station is located three blocks west of the site, at Fourth and Townsend Streets.

A survey of existing off-street parking facilities in the study area was conducted on March 30, 1999. The survey determined that there are five public parking lots in the study area, providing approximately 3,625 parking spaces. The overall mid-afternoon weekday occupancy rate is currently about 84 percent. On-street parking in the area is effectively at capacity during the mid-afternoon weekday.

Qualitative field observations conducted during the midday peak period revealed that pedestrian flows in the project area are low, with less than 100 pedestrians per hour along both the major and local streets. Pedestrians in the area are able to maintain normal walking speeds and pass other pedestrians

as needed. Although sidewalks in San Francisco are typically 10 feet wide, the sidewalks in the project study area are generally wider. For example, the widths of the sidewalks along Brannan and Delancey Streets are 11 feet 3 inches and 14 feet 6 inches, respectively. However, the sidewalks along Federal Street measure 7 feet 4 inches on the south side and 6 feet 10 inches on the north side. Street trees and parking signs narrow these widths to as little as 3 feet 5 inches in places.

Impacts

SIGNIFICANCE CRITERIA

Within San Francisco, the threshold for a significant adverse impact on traffic has been established as the deterioration in level of service at a signalized intersection to LOS E or F, including a deterioration from LOS E to LOS F and from LOS D to E or F (LOS A through LOS D are considered acceptable operational levels of service). In addition, if a project would interfere with existing circulation patterns, create major traffic hazards, or contribute considerably to cumulative traffic increases that would cause a deterioration in levels of service to unacceptable levels at intersections that would otherwise operate at acceptable levels. Although the City has not formally adopted significance criteria for potential impacts related to transit, parking, pedestrian, or bicycle impacts, the following commonly accepted criteria are applied to the analysis in this EIR. For transit effects, a project would have a significant effect if it would cause a substantial increase in transit demand that cannot be accommodated by existing or proposed transit capacity, resulting in unacceptable levels of transit service. Regarding parking, it is City policy to emphasize the importance of public transit use and discourage the provision of facilities that encourage automobile use. Therefore, an increase in parking demand generated by a project would not be considered a significant impact even if the increased demand cannot be met by existing or proposed parking facilities. With respect to pedestrian or bicycle impacts, if a project would result in substantial pedestrian overcrowding, create particularly hazardous conditions for pedestrians or bicyclists, or otherwise substantially interfere with pedestrian and bicycle accessibility, it would be considered to have a significant effect. Generally, construction-period transportation impacts would not be considered significant because they would be temporary.

IMPACT ANALYSIS

The traffic impact analysis examines project-generated impacts that would occur upon completion and full occupation of the project, as well as the project's contribution to future cumulative impacts for the year 2015. Cumulative impacts are analyzed using two different methodologies. The Interim Cumulative assessment is based on a detailed analysis recently completed that evaluates 14 development projects that have been proposed for the area bounded by Harrison Street to the north, The

Embarcadero to the east, China Basin to the south, and Sixth Street to the west.² The Cumulative Year 2015 analysis is based on land absorption growth rates derived in the analysis performed for the *Mission Bay EIR*.

Travel Demand

The proposed office, residential, live/work and retail uses in the project would generate person, vehicle and transit trips along Brannan, Delancey, and Federal/Rincon Streets. Parking garages with up to 419 spaces would be provided with access points on Federal and Delancey Streets. The 250 Brannan Street office employees would park in the building garage via an entryway on Federal Street through the 41 Federal Street building as well as in the 200 Brannan Street garage. Residents at the 200 Brannan Street building would park in the building garage with access from Delancey Street, and residents in the 1 Federal Street building would park either in the existing parking garage at 1 Federal with access on Federal Street or in the 200 Brannan Street garage. Restaurant or retail parking would also be available in the 200 Brannan Street building. Loading docks would be provided at 41 Federal Street for the 250 Brannan Street building and two loading spaces would be provided for the residents on the first level of the 200 Brannan Street garage.

Based on the proposed live/work and business uses, the project would generate approximately 6,205 new daily person trips and approximately 807 new PM peak-hour (4:30 p.m. to 5:30 p.m.) person trips on a daily basis. The trips associated with the proposed project activities are based on the trip generation rates provided by the San Francisco Planning Department.³ The rates of 10 daily trips per unit of residential or live/work space with two or more bedrooms and 7.5 trips for studios and one-bedroom, 18.1 trips per 1,000 square feet of multimedia/business services space, 300 trips per 1,000 square feet of restaurant space, and 5.3 trips per 1,000 square feet of storage space were applied to the project to derive the total new daily person trips. PM peak hour person-trips were assigned to different travel modes (i.e., auto, transit, walk, and "other" trips), based on supplemental information of the San Francisco *Citywide Travel Behavior Study* (CTBS) for Superdistrict 1.⁴ Of the 807 person-trips generated by the project during the PM peak hour, approximately 353 would be by automobile, 194 trips would be made by transit, and 260 would be made by walking, bicycling, or other modes. The 353 new automobile person trips represent about 215 new PM peak-hour vehicle trips (110 inbound and 105 outbound), which also includes the addition of vehicle trips that would be generated by the public parking spaces in the underground garage. To encourage a reduction in the vehicle trips generated by the project, under Planning Code Section 163, the City would require the project sponsor to provide transportation management and transportation brokerage services, including ridesharing, transit information, and on-site sale of transit passes.

Over 50 percent of the 215 new PM peak-hour vehicle trips generated by the project would be destined for locations within San Francisco, while the remainder would be headed for the East Bay, the Peninsula/South Bay, the North Bay, or elsewhere.

Traffic Impacts

Existing levels of service were evaluated at the following six intersections within the traffic study area:

- Brannan Street and Delancey Street
- Brannan Street and Second Street
- Brannan Street and The Embarcadero
- Bryant Street and Second Street
- Bryant Street and The Embarcadero
- Second Street and King Street

All of the study intersections but Brannan Street/Delancey Street are signalized and all are currently operating at LOS D or better during the weekday PM peak hour, with the exception of Bryant Street/Second Street, which operates at LOS F.⁵ Table 1 below shows the existing and post-project average delay and LOS for each of the study intersections. As shown on Table 1, the implementation of the proposed project, the level of service at Brannan and Second Streets would decline from LOS D to LOS E, which would be a significant impact that could be potentially mitigated (see Mitigation Measures chapter). However, implementation of this mitigation measure is within the jurisdiction of the Department of Parking and Traffic (DPT), which also has responsibility to maintain an adequate supply of on-street parking. The decision as to whether or not to implement the mitigation measure in the future would require a balancing by DPT of parking demand/supply and traffic flow considerations. Hence, implementation of that mitigation measure cannot be guaranteed. The unsignalized Brannan Street/Delancey Street intersection would also deteriorate from LOS C to LOS D, which is not considered to be a significant impact. The Bryant Street/Second Street intersection, which currently operates at LOS F, would continue to operate at LOS F. The project would contribute approximately 2.1 percent additional trips to the intersection and marginally increase the delay, however, this would not be considered a significant impact. Pursuant to CEQA Guidelines Section 15130(a)(4), the incremental addition of traffic from the proposed project is considered to be *de minimus*. The proposed project would contribute about two percent to overall traffic through the intersection and would generally not be noticeable within daily fluctuations in traffic. Traffic levels of service at the intersection would be essentially the same with or without the proposed project.

Table 1
Existing Plus Project Intersection Levels of Service

Intersection ^a	Existing		Existing Plus Project	
	Delay ^b	LOS	Delay ^b	LOS
Brannan Street/ Second Street	31.6	D	50.6	E ^c
Brannan Street/Delancey Street	1.3	C	2.9	D
Brannan Street/The Embarcadero	15.4	C	15.8	C
Bryant Street/Second Street	>60	F	>60	F
Bryant Street/The Embarcadero	20.9	C	21.4	C
Second Street/King Street	21.0	C	21.7	C

Notes:

^aAll intersections are signalized, with the exception of Brannan Street/Delancey Street.

^bDelay = average delay per vehicle in seconds.

^cLOS E, if left unmitigated. See mitigation discussion on page 63.

Source: CHS Consulting Group, July 1999.

The project would also result in minor and infrequent delays on Federal Street as a result of vehicles accessing the garage and loading spaces at 41 Federal Street via the narrow (21 feet wide) roadway. There would be an increase of approximately 25 additional vehicles on Federal Street during the PM peak hour by vehicles accessing the garage and loading spaces at 41 Federal Street. Approximately 7 vehicles would enter the site and 21 vehicles would exit the site during the PM peak hour. While this increase in traffic volume may be noticeable to nearby residents and office workers, given the low volume of existing traffic, Federal Street would have sufficient capacity to accommodate the additional project-generated traffic, and no unacceptable delays would result. (The estimated capacity of Federal Street is approximately 600 vehicles per hour.) Additional traffic friction may be caused by truck maneuvering into and out of the loading dock on Federal Street, but the interruption would be temporary and not significant. The project would add a nominal amount of traffic (less than five trips) on Rincon Street.

Interim Cumulative Impacts

To ensure that the cumulative impact analysis did not neglect the potential impacts of anticipated development in the project vicinity, an interim cumulative impact analysis was conducted that examined the effects of 14 development projects that have been proposed in the area bounded by Sixth Street to the west, Harrison Street to the north, China Basin to the south, and the Embarcadero to the east. The analysis projected future traffic, transit, and parking effects for the year 2015. The full details of the analysis are presented in *China Basin/South Beach Interim Year Transportation Analysis*, previously

referenced. According to this analysis, in 2015 most of the intersections in the study area would still operate at acceptable levels (LOS D or better), while the intersections of Brannan/Second and Bryant/Second would operate at LOS F, as shown on Table 2 below. If the roadway were restriped to provide exclusive left-turn pockets and associated signal improvements were provided, the intersection of Brannan/Second could be improved to LOS D (see Mitigation Measures). However, implementation of this mitigation measure is within the jurisdiction of the Department of Parking and Traffic (DPT), which also has responsibility to maintain an adequate supply of on-street parking. The decision as to whether or not to implement the mitigation measure in the future would require a balancing by DPT of parking demand/supply and traffic flow considerations. Hence, implementation of that mitigation measure cannot be guaranteed. The intersection of Bryant/Second would not be able to be mitigated. Pursuant to CEQA Guidelines Section 15130(a)(4), the incremental addition of traffic from the proposed project is considered to be *de minimus*. The proposed project would contribute about two percent to overall traffic through the intersection and would generally not be noticeable within daily fluctuations in traffic. Traffic levels of service at the intersection would be essentially the same with or without the proposed project.

Table 2
Existing and Interim Cumulative Intersection Levels of Service

Intersection ^a	Existing		Existing Plus Project		Interim Year Cumulative (Including Project)	
	Delay ^b	LOS	Delay ^b	LOS	Delay ^b	LOS
Brannan Street/Second Street	31.6	D	50.9	E	>60	F ^c
Brannan Street/Delancey Street	1.3	C	2.9	D	3.0	D
Brannan Street/The Embarcadero	15.4	C	15.8	C	17.8	C
Bryant Street/Second Street	>60	F	>60	F	>60	F
Bryant Street/The Embarcadero	20.9	C	21.4	C	25.1	D
Second Street/King Street	21.0	C	21.7	C	36.0	D

Notes:

^aAll intersections are signalized, with the exception of Brannan Street/Delancey Street.

^bDelay = average delay per vehicle in seconds.

^cCan be improved to LOS D with the addition of left-turn pockets at all four approaches.

Source: CHS Consulting Group, July 1999.

Future (Year 2015) Cumulative Impacts

Future (Year 2015) cumulative traffic impacts were obtained from the *Mission Bay Subsequent Draft EIR*. The results of the analysis show that the intersections of Brannan Street/Second Street, Bryant Street/Second Street, and Bryant Street/The Embarcadero would operate at unacceptable levels (i.e.,

LOS E or F) during the weekday PM peak hour. The proposed project would contribute to the significant impacts at these three intersections. Two of the intersections (Brannan/Second and Bryant/Second) would operate at LOS F in the Interim Cumulative conditions and would continue to operate at LOS F during Future (Year 2015) Cumulative conditions.

The intersection of Bryant Street and The Embarcadero would deteriorate from LOS D under Interim Cumulative conditions to LOS E under Future Cumulative conditions. Table 3 below shows the Future (Year 2015) Cumulative intersection levels of service.

Table 3
Existing and Future (Year 2015) Cumulative Intersection Levels of Service

Intersection ^a	Existing		Existing Plus Project		Future Year Cumulative (Including Project)	
	Delay ^b	LOS	Delay ^b	LOS	Delay ^b	LOS
Brannan Street/Second Street	31.6	D	50.9	E	>60	F
Brannan Street/Delancey Street	1.3	C	2.9	D	3.1	D
Brannan Street/The Embarcadero	15.4	C	15.8	C	20.4	C
Bryant Street/Second Street	>60	F	>60	F	>60	F
Bryant Street/The Embarcadero	20.9	C	21.4	C	48.6	E
Second Street/King Street	21.0	C	21.7	C	33.6	D

Notes:

¹All intersections are signalized, with the exception of Brannan Street/Delancey Street.

²Delay = average delay per vehicle in seconds.

Source: CHS Consulting Group, July 1999.

Under both the future and future cumulative scenarios, pursuant to CEQA Guidelines section 15130(a)(4), the incremental addition of traffic from the proposed project is considered to be *de minimus*. The proposed project would contribute about two percent to overall traffic through the intersection and would generally not be noticeable within daily fluctuations in traffic. Traffic levels of service at the intersection would be essentially the same with or without the proposed project.

Transit

Potential project impacts on MUNI service capacity were evaluated in terms of screenlines, which are imaginary lines that subdivide the greater downtown area into travel corridors for purposes of evaluating transit ridership. Although the project would generate approximately 67 outbound MUNI transit trips

during the weekday PM peak hour, only 46 of these trips would cross into another screenline in the outbound direction; the majority would remain internal to Superdistrict 1. None of the screenlines would exceed 74 percent capacity utilization with the addition of project-generated transit trips. (Capacity utilization is the number of passengers divided by the capacity of the bus.) Therefore, the project's contribution to local transit trips would not adversely affect MUNI operations.

The proposed project would add 28 regional transit trips during the PM peak hour in the outbound direction, which would be distributed among the five regional providers (BART, SamTrans, Golden Gate Transit, AC Transit, and CalTrain). The additional trips would not adversely affect operations of these transit providers, which all have excess capacity, except BART. The project would not create the current overutilization of BART or noticeably exacerbate the condition. It would, however, incrementally add to cumulative effects on BART, discussed below.

The MUNI screenline analysis indicates that the addition of the Interim Cumulative projects would not adversely affect MUNI operations in 2015. Although the 14 Interim Cumulative projects would increase ridership by 320 outbound transit trips distributed on lines serving the China Basin/South Beach area, capacity utilization on all lines would remain at 50 percent or less. Regional transit providers (i.e., BART, AC Transit, SamTrans, and Golden Gate Transit) would operate below capacity, with the exception of BART, whose capacity utilization would increase from 123 percent currently to 124 percent under Interim Cumulative conditions, although the three-hour peak load factor would remain at 113 percent. If service increases planned by BART are implemented, the capacity utilization would be lower than these projections.

Parking

The *San Francisco Planning Code* (Section 151) would require the project to provide one parking space for each 2,000 square feet of live/work space (nine spaces), and one space for each 750 or 1,000 square feet multimedia/business services space (116,300 sq.ft. = 155 or 116 spaces) on the 41 Federal Street and 250 Brannan Street sites, for a total requirement of 125 to 164 parking spaces.⁶ The *Rincon Point/South Beach Redevelopment Plan* would require the project to provide one parking space for each residential unit (51 spaces for 1 Federal Street and 191 spaces for 200 Brannan = 242 spaces), and one space for each 300 square feet of occupied restaurant space (4,000 sq.ft. = 13 spaces) at 200 Brannan Street sites, for a total of 255 parking spaces.⁷ The total project parking requirement would therefore be 380 to 419 parking spaces. The project would provide up to 419 parking spaces, thus meeting the parking requirement. Of the 419 spaces, 251 would be designated exclusively for the live/work and residential units. The remaining spaces would be available for commercial tenants. The proposed project would generate a peak demand for approximately 495 parking spaces (450 long-term spaces and 45 short-term spaces). The project would therefore result in a parking space shortfall of

approximately 76 to 115 spaces (depending on the number of spaces provided). As the off-street parking facilities and streets in the project area may not have enough parking spaces to accommodate the resulting project parking demand, drivers would find it more difficult to find parking spaces during the day, when parking demand is highest in commercial and industrial areas. In addition, should the traffic circulation mitigation measure of adding left turn lanes at Brannan/Second Street Intersection, be implemented (see Mitigation Measures, page 77), then the on-street supply of parking would be reduced by ten spaces. While the 380 to 419 parking spaces might not accommodate all employees, residents and restaurant/retail patrons, the shortfall of parking supply relative to parking demand would not be considered a significant environmental impact in San Francisco based on several factors.

First, a shortfall of parking relative to demand is, at most, an inconvenience for persons choosing to own and operate vehicles in the City. Accommodating an unconstrained demand for vehicles by requiring parking to meet demand would encourage additional vehicle use, with associated environmental problems of traffic congestion, safety, air pollution, and noise. It is for these reasons that the City has adopted and repeatedly endorsed a "Transit First" policy (in the *Transportation Element* of the *San Francisco General Plan*) that prioritizes accommodating transit service over private vehicles.

Second, while a parking shortfall is a reality in many areas of San Francisco, the issue of parking space supply versus demand and occupancy is not considered by the City to be a permanent physical environmental condition. Parking occupancy varies throughout the day, from day to day, and from month to month. It is not a static physical environmental condition in the same way as a building which, once constructed, remains as is and physically remains in the environment in a predictable way for a long time.

Third, the habits of people who drive change when they are faced with a parking shortage. People may park further from a site, choose to arrive at different times, carpool, or switch to another travel mode (e.g., public transit, taxi, bicycle, or foot) to adjust to changed parking conditions.

Finally, San Francisco has a high degree of transit service, so that there is a true option to driving for many people. In support of San Francisco's "Transit First" policy, which emphasizes a shift from use of the personal automobile to use of public transit, priority is given to transit improvements before developing transportation treatments which encourage the continued use of the personal automobile, such as parking.

With the addition of Interim Cumulative projects by 2015, cumulative demand for parking in the area would rise to approximately 7,357 parking spaces, while there would be a supply of about 6,485 spaces, representing a shortfall of 872 spaces. Although some of this shortfall could be met by existing on-street parking or by parking facilities outside the study area, the utilization rates of existing parking facilities indicate that these options would not be able to accommodate the entire 872-space shortfall. Furthermore, the shortfall could be substantially increased by the loss of parking spaces that would

occur during the construction period required for implementation of the planned I-80 freeway retrofit project. Circulating drivers searching for parking could increase local traffic congestion. Some parking proposals may be considered by the City to address this shortfall. At the same time, the scarcity of parking would likely induce many drivers to switch to other travel modes.

Loading

Section 152 of the *San Francisco Planning Code* would require the project to provide one off-street loading space for the business services component of the project at 250 Brannan Street and the *Rincon Point/South Beach Redevelopment Plan* would require the project to provide two off-street loading spaces for the residential uses at 1 Federal and 200 Brannan Streets, for a total of three off-street loading spaces for the proposed project. The project includes the provision of two 10-foot by 25-foot loading spaces in the 41 Federal Street building and two loading spaces in the 200 Brannan Street building below-grade garage for a total of four off-street loading spaces. The project would therefore satisfy loading space requirements. The loading demand generated by the project as a whole would be for 2.5 loading spaces during the average hour, with a peak-hour demand for 3.1 loading spaces. About half of this demand would be generated by the 250 Brannan Street building, which would receive deliveries at a freight elevator at the rear of the building, via the loading space at 41 Federal Street. The rest of the project combined would generate an average-hour loading demand for 1.24 spaces and a peak-hour demand for 1.53 spaces. Most of this demand would be met by the 41 Federal Street loading spaces, with the remainder satisfied by the van-size loading space that would be located in the 200 Brannan Street parking garage and the existing 1 Federal Street loading space. Therefore, the proposed project would not create an on-street loading demand impact.

Pedestrian and Bicycle Conditions

Pedestrians destined to and from the Brannan Square project for the most part would access the site from Brannan and Delancey Streets, though the occupants of the nine live/work units at 41 Federal Street would use Federal Street for access. Existing pedestrian flows in the area are low and, as previously noted, the sidewalks on Brannan and Delancey Streets are wider than average for San Francisco. Consequently, pedestrian movement is unconstrained. With the addition of 194 transit trips and 260 walk/other trips during the weekday PM peak hour, pedestrian flows would remain unimpeded on Brannan and Delancey Streets, with very few conflicts between pedestrians. Although the project would result in few additional pedestrian trips along Federal Street, due to the narrowness of the sidewalks and the presence of obstacles (street trees and parking signs), pedestrian flow could be restricted at some locations. However, this would not be a significant pedestrian impact.

Citywide Bicycle Routes are designated in the study area on The Embarcadero and on Second, Townsend, and King Streets, with bicycle lanes provided on both sides of The Embarcadero. The

project is not expected to generate a noticeable increase in bicycles in the area or to adversely affect existing bicycle conditions in the area.

Construction Impacts

Construction of the proposed project would take about 26 months, and is scheduled to begin in summer 2000 and end in December 2002. Demolition, site preparation and excavation at 200 Brannan Street and 41 Federal Street would take two to three months. Seismic work at the other two buildings would begin simultaneously with the excavation work and would last 12 months. Foundation construction for the two new buildings would commence as soon as the excavation phase ends, and would also last two to three months. During this initial 12-month period, construction work would generate between 35 and 70 daily truck trips and would require 50 to 150 workers. A two-day concrete-pouring phase, which would occur on a weekend, would generate approximately 100 to 120 truck trips each day. The building framing and finishing/interior work phases would overlap and would vary by building. Both phases would generate approximately 10 to 20 daily truck trips and require about 150 construction workers on the site.

Construction truck traffic would temporarily reduce street capacity due to slower movement and larger turning radii of the large trucks, resulting in a slowing of vehicle traffic in the project vicinity. No parking or travel lane closures would be required, except during the concrete pouring, when on-street parking spaces would be utilized for staging cement trucks. It is anticipated that a portion of the sidewalks adjacent to the site would be used for construction activities. A 4-foot-wide covered walkway would be provided along these frontages to maintain pedestrian access and provide protection from construction activities and materials. Parking for all construction workers would occur on the project site, inside the existing buildings, so there would be no construction impacts on parking other than the one discussed above. All other construction impacts on traffic conditions would be temporary in nature, and therefore would not be considered significant. The following improvement measures would assist in minimizing construction impacts:

- The project sponsor could require the project construction contractor(s) to restrict truck movements to and from the project site to occur between the hours of 9:00 a.m. and 3:30 p.m. in order to minimize disruption of the general traffic flow on adjacent streets.
- The project sponsor and construction contractor(s) could meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Fire Department, and the Planning Department to determine additional feasible traffic mitigation measures to reduce traffic congestion and pedestrian circulation impacts prior to beginning construction of the proposed project. To ensure that construction activities do not adversely affect MUNI operations, the project sponsor should also coordinate with MUNI's Chief Inspector prior to the initiation of construction.

A bus stop for the MUNI 42-Downtown Loop bus line is located on the northwest corner of Brannan and Delancey Streets, adjacent to the project site. Construction of the project is not expected to adversely affect use of this stop or any other aspect of MUNI operations in the vicinity of the project.

NOTES - Traffic and Circulation

1. CHS Consulting Group, *Brannan Square Project Transportation Study*, February 17, 2000. This report is available for review at the Planning Department, 1660 Mission Street.
2. Wilbur Smith Associates and CHS Consulting Group, *China Basin/South Beach Interim Year Transportation Analysis*, June 7, 1999. This report is available for review at the Planning Department, 1660 Mission Street.
3. City and County of San Francisco, Department of City Planning, *Guidelines for Environmental Review: Transportation Impacts*, July 1991.
4. Superdistricts are travel analysis zones established by the Metropolitan Transportation Commission (MTC). Superdistrict 1 is generally bounded by Van Ness Avenue, Townsend Street, and the San Francisco Bay.
5. Intersection operating conditions are typically described by Level of Service (LOS), a ranked description of the intersection's delay based on average delay per vehicle. Levels of service range from LOS A, which indicates free-flow conditions with little or no delay, to LOS F, which indicates congested conditions with extremely long delays.
6. Depending upon whether the proposed multi-media use is construed to most closely resemble office, business service, or some other type of use, the Planning Code parking requirement for 250 Brannan Street could be either one space per 750 square feet of occupied floor area (office requirement) or one space per 1,000 square feet of occupied floor area (business service requirement). Hence the parking requirement for that building could be for 116 or 155 off-street spaces. About 50 parking spaces can be provided within the basement and first floor levels of the 250 Brannan Street building. The remaining parking requirement could be satisfied on the remainder of the project site, within the 200 Brannan Street garage, subject to approval of the San Francisco Redevelopment Agency.
7. The *Rincon Point/South Beach Redevelopment Plan* parking requirements are a maximum limit and the project sponsor, pursuant to the residential floor plan, may elect to provide fewer spaces or the Redevelopment Agency may require fewer spaces in accordance with Agency policy to limit parking on the site. The greatest possible number was evaluated in this analysis to provide the most conservative, or worst case, analysis of the greatest potential traffic impacts which would be caused by the highest number of parking spaces creating the greatest potential automobile trips generation from the proposed project.

D. GROWTH INDUCEMENT

In general, a project would be considered growth-inducing if its implementation would result in substantial population increases and/or new development that might not occur if the project were not approved and implemented. The proposed project would introduce live/work, residential, multimedia/business services, restaurant and storage uses to the project site, and would eliminate some office and warehouse space. These changes in use and increase in commercial space on the site would not be expected to substantially alter development patterns in the South of Market area or elsewhere in San Francisco. While the project would introduce a new resident population of up to 527 people to the site, it is expected that many of these people would relocate from elsewhere in the City and would not represent new residents to the City. In any case, even if the project resulted in 527 new residents on the site, this would not represent a substantial population growth or concentration in the neighborhood, City, or region. Located in an urban area, the project would not necessitate or induce the extension of municipal infrastructure. In view of the above, there is no evidence to suggest that the project would result in additional development in the project site vicinity that would not otherwise occur.

IV. MITIGATION MEASURES PROPOSED TO MINIMIZE SIGNIFICANT IMPACTS OF THE PROJECT

Preliminary environmental review of the proposed project identified a number of potential impacts that could be minimized or eliminated through implementation of one or more mitigation measures. To facilitate project approval and minimize potential impacts, the project sponsor has incorporated those previously identified mitigation measures into the project; they would be implemented during the course of project construction or operation, as appropriate. In addition, in the course of environmental review conducted during preparation of this EIR, further measures were identified to reduce or eliminate identified impacts of the project. Each of the mitigation measures, both those identified in the Initial Study and subsequently incorporated into the project and those recommended by this EIR, are listed below.

Existing City, State, and federal regulations require a variety of protective and other measures that would also serve to mitigate potential project impacts. These measures are not identified in this chapter; rather, they are assumed to constitute part of the project, and compliance with the measures would be monitored by the appropriate regulatory agency. City-mandated controls on the project would include a limitation on construction noise (San Francisco Noise Ordinance, Article 29 of the San Francisco Police Code, 1972); a prohibition on the use of mirrored glass on the building (City Planning Commission Resolution No. 9212); and protective measures against lead-based paint exposure (Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint). The project sponsor and construction contractors would also be required to observe all State and federal OSHA safety requirements related to handling and disposal of other hazardous materials, such as asbestos.

The mitigation measures identified in the Initial Study and this EIR follow. Those preceded by an asterisk (*) are from the Initial Study (see Appendix A).

A. CONSTRUCTION AIR QUALITY

- * • The project sponsor shall require the construction contractor(s) to spray the project site with water twice daily during demolition, excavation, grading, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand, or other such material; and sweep

IV. MITIGATION MEASURES PROPOSED TO MINIMIZE SIGNIFICANT IMPACTS OF THE PROJECT

surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance No. 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose. The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

B. NOISE

- * • The project sponsor shall require the construction contractor(s) for the proposed project to limit pile driving activity such that it results in the least disturbance to occupants and users of adjacent and nearby properties. Implementation of this measure may require the construction contractor(s) to obtain a permit for nighttime work from the Director of the Department of Public Works if pile driving during nighttime hours would be the least disruptive to these occupants and users.
- * • The project sponsor shall require the construction contractor(s) for the proposed project to predrill holes for the piles (if feasible based on the soil type on the project site) to the maximum feasible depth to minimize noise and vibration from pile driving.
- * • The project sponsor shall require the construction contractor(s) for the proposed project to use state-of-the-art muffled and shielded pile drivers.

C. TRAFFIC AND CIRCULATION

MEASURES TO BE IMPLEMENTED BY A PUBLIC AGENCY

- In order to mitigate the cumulative impact on intersection operating conditions at Second and Brannan Streets, left-turn lanes shall be added to the eastbound and westbound approaches on Brannan Street to this intersection. This mitigation would require removal of ten existing on-street parking spaces. Implementation of this mitigation would improve the level of service at the intersection from LOS E to LOS D under post-project conditions. However, implementation of this mitigation measure is within the jurisdiction of the Department of Parking and Traffic (DPT), which also has responsibility to maintain an adequate supply of on-street parking. The decision as to whether or not to implement the measure in the future would require a balancing by DPT of parking demand/supply and traffic flow considerations. Hence, implementation of this mitigation measure cannot be guaranteed.

D. ARCHITECTURAL HISTORIC RESOURCES

- Historic documentation shall occur prior to the issuance of any permits in accordance with the Historic American Building Survey, ["HABS"] recordation standards of the subject property and its site. The Project Sponsor shall provide: 1.) A written description of the subject property, and 2.) Photographic documentation of the entire wall; in addition to at least four (4) photographs of the site to HABS standards of detail and quality for photographic documentation in archival 4" x 5" or 5" x 7" photographs (mounted and labeled) with negatives. Materials shall be transmitted to the Planning Department Landmarks Board staff, and to the History Room of the San Francisco Public Library.

E. HAZARDOUS MATERIALS

- Site dewatering: Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77) requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Department of Public Works must be notified of projects necessitating dewatering. That office may require water analysis before discharge. If dewatering were necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this were found necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works, to reduce the amount of sediment entering the storm drain/sewer lines.
- Asbestos-containing material: The project sponsor intends to remove or encapsulate all friable asbestos in the existing buildings on the site in accordance with all applicable local, State, and federal regulations. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work. To document compliance with the applicable regulations, the project sponsor shall provide the San Francisco Planning Department with a copy of the notice required by BAAQMD for asbestos abatement work, prior to and as a condition of issuance of the building permit for the proposed project by the Department of Building Inspection (DBI).
- Potential presence of lead-based paint: The project sponsor shall ensure that the project contractors will comply with all federal, State, and local regulations, including lead-safe work practices, applicable to work with lead-based materials (i.e., lead-based paint) and disposal of lead-containing waste. The project sponsor shall ensure that a certified "Lead-Related Construction Inspector/Assessor" by the California Department of Health Services shall provide a lead clearance (or certification) report after the lead abatement work in the buildings is completed. The project sponsor shall provide a copy of the lead clearance report to the San Francisco Planning Department, Office of Environmental Review and the Department of Public Health, Bureau of Environmental Health Management.

F. CULTURAL RESOURCES

- * • The project sponsor shall retain the services of an archaeologist. During removal of foundation materials following demolition of the existing buildings on the project site, the archaeologist shall carry out a pre-excavation testing program to better determine the probability of finding archaeological remains on the site. The testing program shall consist of a series of mechanical, exploratory borings or trenches and/or other testing methods determined to be appropriate by the archaeologist.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist shall submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO, and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures shall be implemented by the project sponsor and might include a program of on-site monitoring of all pile driving and any site excavation that may be necessary, during which the archaeologist shall record observations in a permanent log. Whether or not there are archaeological finds of significance, the archaeologist shall prepare a written report on the monitoring program that shall be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor shall designate one individual on site as her/his representative. This representative shall have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist shall immediately notify the ERO, and the project sponsor shall halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspected for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist shall prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which shall contain an assessment of the potential significance of the archaeological finds and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific additional mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of archival material.

Finally, the archaeologist shall prepare a report documenting the archaeological resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration, and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure shall be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report shall be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center. Three copies of the final report shall be submitted to the Office of Major Environmental Analysis, accompanied by copies of the transmittals documenting distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center.

V. SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 15126.2 of the State CEQA Guidelines, the purpose of this chapter is to identify environmental impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the project, or by other mitigation measures that could be implemented, as described in Chapter IV, Mitigation Measures, pages 76 through 79.

This chapter is subject to final determination by the City Planning Commission as part of its certification of the EIR. The Final EIR will be revised, if necessary, to reflect the findings of the Commission.

The proposed project would involve demolition of a facade wall (enclosing a collection of buildings) which contributes to the significance of a locally designated historic district and which has been identified in an historic architectural resources survey of the area. In general, substantial adverse changes to designated historic architectural resources are considered significant adverse environmental effects.

As described in the Environmental Setting and Impacts chapter on page 57, demolition of the wall would remove a Contributory structure which constitutes an important visual element and a character-defining feature of the South End Historic District. For these reasons, demolition of the exterior wall at 200 Brannan Street would be considered a significant environmental impact of the project in that it would demolish a significant historic architectural resource. Moreover, the wall is an important visual element that contributes to the District's character and significance. It is a unique structure forming the eastern boundary of the District between two other rated structures. For this reason, removal of the wall would be a significant impact on the South End Historic District. However, even with the removal of the wall, the South End Historic District would retain its integrity as an Historic District as virtually all of the character defining features would remain.

The project would cause the level of service at the intersection of Brannan/Second Street to deteriorate from LOS D to LOS E. A possible mitigation measure for that impact would be to add left turn lanes to the west and eastbound approaches of that intersection. However, such mitigation would require the elimination of 10 on-street parking spaces. Implementation of such a mitigation measure would be within the jurisdiction of the Department of Parking and Traffic

(DPT), which must balance the needs for on-street parking supply with the flow of traffic. DPT would need to evaluate the intersection of Brannan/Second Street in the future, together with the overall parking supply/demand and traffic movement in the project area in order to determine whether or not to implement the mitigation measure. Given the uncertainty over whether the mitigation measure would be implemented, the proposed project could have a significant effect upon traffic level of service at the intersection of Brannan and Second Street.

With implementation of the mitigation measures outlined in Chapter IV, Mitigation Measures, all other potential significant impacts would be reduced to a less-than-significant level. The project sponsor has agreed to implement these mitigation measures in an agreement dated February 17, 2000.¹

¹ This mitigation agreement form is available for public review at the San Francisco Planning Department, 1660 Mission Street, in Case File No. 99.173E.

VI. ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project and discusses environmental impacts associated with each alternative. Project decision-makers could adopt any of the following alternatives, if feasible, and if necessary to substantially lessen or avoid a significant environmental impact, instead of approving the project as proposed.

ALTERNATIVE A: NO PROJECT

Description

This alternative would entail no change to the site, which would remain in its existing condition. The existing buildings on each of the four parcels constituting the site would remain in their current condition, and the three that are currently vacant would remain vacant. The existing wooden furniture manufacturing company would continue to operate out of 1 Federal Street, and the other warehousing and light industrial uses occupying the building would remain. However, this alternative would not preclude future proposals for redevelopment of the project site. Given the site's location in a burgeoning area of commercial and residential development, it could reasonably be expected that a subsequent development proposal would include construction of some type of commercial, residential, or mixed-use space on one or more of the project parcels.

Impacts

This alternative would avoid the significant project impact of demolishing an exterior wall at 200 Brannan Street that has been rated as a Contributory structure to the South End Historic District. In addition, the No Project Alternative would result in no increase in vehicle travel or transit use, as would occur with implementation of the proposed project. There would be no project-specific effects on intersection conditions, transit use, parking, loading, or pedestrian or bicycle traffic. (With the exception of a potentially mitigable impact at one intersection, these impacts would all be less than significant with the project.) Intersection operations and transit operating conditions that would degrade to unacceptable levels of service by the 2015 cumulative horizon year would do so with or without the project. Under this alternative, there would be no incremental contribution from the project site to these degraded conditions, beyond traffic and transit ridership already generated. (The incremental contributions by the project to these effects would not be cumulatively considerable.)

Other less-than-significant effects described in the Initial Study, including emissions of air pollutants, generation of noise during construction, potential discovery of subsurface cultural resources during excavation, and demolition of a Non-Contributory single-story warehouse building at 41 Federal Street, among other impacts, would not occur with this alternative.

The No Project Alternative would not meet any of the project objectives. No affordable housing or market rate housing would be produced, nor would the 250 Brannan Street or 1 Federal Street buildings be rehabilitated or seismically upgraded. Furthermore, the No Project Alternative, in contrast to the project, would not promote objectives and policies of the *San Francisco General Plan*, such as: maintain and enhance a sound and diverse economic base and fiscal structure for the city; seek to retain existing commercial and industrial activity and to attract new such activity to the city; seek to retain and rehabilitate significant and contributory historic structures and other important architectural elements, and to redevelop a currently under utilized site.

If this alternative is selected by the San Francisco Planning Commission and a different proposal is submitted at a later date for development of all or part of the project site, that proposal would be subject to a separate project-specific environmental review under the requirements of CEQA.

ALTERNATIVE B: REDUCED DEVELOPMENT

Description

This alternative would consist of development of a scaled-down project on the approximately 139,437-square-foot proposed project site. The buildings at 200 Brannan Street and 41 Federal Street would still be demolished and new buildings would be constructed on their sites. Although the 250 Brannan Street building would still be renovated, seismically upgraded, and adaptively reused, new space would not be added to the building. The 250 Brannan Street building would be developed with approximately 65,000 square feet of multimedia/business services space. A parking garage occupying the basement and part of the first-floor levels would provide approximately 65 parking spaces. The 200 Brannan Street site would be developed with a three-story building containing 121 residential units and 121 parking spaces in a below-grade parking garage; a restaurant would not be included. The building at 1 Federal Street would be developed with 25 affordable residential units in the existing three-story building with storage and retail space on the first level. A ground-floor parking garage would provide parking for 6 of the residential units; the remaining 19 required parking spaces would be provided in the garage at 200 Brannan Street. A new three-story building would be constructed at 41 Federal Street that would provide four live/work units on the second and third stories. The ground floor would contain a lobby, service/loading spaces, and ramps to the parking garage in the 250 Brannan Street building. All

Planning Code and *Redevelopment Plan* requirements would be met by this alternative, although the *Redevelopment Plan* suggests a greater housing density for the site.

Impacts

The Reduced Development Alternative would have similar but reduced impacts as compared to the proposed project. Due to the elimination of the restaurant and the reduction in square footage devoted to residential, live/work, and multimedia/business services uses, this alternative would result in fewer vehicle and transit trips than the proposed project. Approximately 788 daily vehicle trips and 62 PM peak hour visitor trips would be generated by the project occupants and visitors, compared to 1,520 daily vehicle trips and 353 PM peak hour vehicle trips for the proposed project. Although vehicle delays at the five study intersections would be reduced compared to the sponsor's proposed project, the alternative would still adversely affect the level of service at the intersection of Brannan Street/Second Street causing it to deteriorate from LOS D to LOS E. Implementation of the mitigation measures identified for the proposed project—i.e., the addition of left-turn lanes to the eastbound and westbound approaches to the intersection—could reduce the traffic impacts of this alternative to less-than-significant levels. However, implementation of this mitigation measure is within the jurisdiction of DPT, which also has responsibility to maintain an adequate supply of on-street parking. The decision as to whether or not to implement the measure in the future would require a balancing by DPT of parking demand/supply and traffic flow consideration. Hence, implementation of this mitigation measure cannot be guaranteed. In general, the Reduced Development Alternative would have less impact on traffic than the proposed project, but there would be no difference between the projects in terms of potential significant traffic impacts.

This alternative would generate marginally smaller shadows than the proposed project, due to a reduction in height of all of the project buildings. The 200 Brannan Street building would be reduced from 87 feet to approximately 35 feet and the 41 Federal Street building would be reduced from about 50 feet to about 30 feet. The existing buildings at 250 Brannan Street and 1 Federal Street would retain their existing height. As a result of these reductions, shadows cast by the alternative project buildings would be somewhat reduced along Delancey and Federal Streets. In general, the visual impacts of this alternative would be comparable to those of the proposed project, which would be less than significant.

The potential impacts of this alternative on historic archaeological resources would be similar to those of the proposed project because the Contributory façade wall around the 200 Brannan Street property would still be demolished. Although the sawtooth roof on 250 Brannan Street would be retained, it has been substantially modified from its original condition, and its removal under the proposed project would not be a significant impact. The potential impacts of the Reduced Development Alternative on cultural

resources would be identical to the proposed project because the amount of required excavation would be the same as for the project. Other effects described in the Initial Study for the proposed project, such as construction noise and air emissions, would be similar to those of the proposed project but somewhat reduced because of the project's reduced size and consequently reduced construction requirements. All impacts would be less than significant with implementation of the mitigation included in the proposed project, with the exception of the significant impact associated with demolition of the exterior wall at 200 Brannan Street.

This alternative would not satisfy the sponsor's objectives of developing high-quality residential live/work multimedia/business service complex and redeveloping a currently under-utilized site. This alternative would result in fewer residential units, and therefore, fewer affordable units being created, fewer job opportunities, and under utilization of an important site in a growing area.

ALTERNATIVE C: FULL PRESERVATION ALTERNATIVE

Description

Under this alternative, the buildings at 200 Brannan Street and 41 Federal Street would still be demolished, but the Contributory exterior façade wall at 200 Brannan would be retained and restored, with the existing openings left intact. The 200 Brannan Street site would still be developed with a new five-story, 87-foot-tall building that would be set back from the free-standing façade wall, forming a courtyard space between the wall and the building. The wall would have to be seismically upgraded and repaired, although some of the original historic architectural integrity would be lost in order to meet code and safety regulations. The building would be somewhat smaller than the proposed project building, and would contain about 156 residential units on the upper four floors over a ground-floor and basement parking area providing about 160 parking spaces. A 5,000-square-foot ground-floor restaurant and tree-lined pedestrian mews would also be included in the development of this parcel. The site plan would be reconfigured so that common pedestrian entrances would utilize existing garage openings in the façade and the Delancey Street entrance to the parking garage would utilize the existing large opening in the wall on Delancey Street.

Under the Full Preservation Alternative, the existing sawtooth roof at 250 Brannan Street would remain, and no third floor would be added to the building. The basement and first-floor levels would still be used to provide parking for 50 vehicles, with access to the garage via 41 Federal Street. The second and partial third floors of the existing building would be adaptively reused to provide about 65,000 square feet of multimedia/business service use. All other components of the Preservation Alternative would be the same as those described in Chapter II for the proposed project.

Impacts

This alternative would avoid the significant project impact on historic architectural resources associated with removal of the Contributory façade wall at 200 Brannan Street. It would reduce a less-than-significant impact to the Contributory building at 250 Brannan Street by retaining the existing sawtooth roof at the rear of the building, which retains the shape but not the materials of the original structure.

The total square footage of developed space would be reduced under the Full Preservation Alternative, which would result in a reduction in vehicle trips generated by the development. This alternative would generate approximately 1,320 daily vehicle trips compared to 1,520 daily vehicle trips for the proposed project. About 209 PM peak-hour vehicle trips would be generated by this alternative versus 353 PM peak hour vehicle trips generated by the proposed project. However, levels of service at the six study intersections would operate at the same levels as under the proposed project. As with the project, absent mitigation, the level of service at the Brannan Street/Second Street intersection would deteriorate to LOS E and the LOS at the Bryant Street/Second Street intersection would remain at LOS F, both unacceptable operating conditions. Implementation of the mitigation measure identified for the proposed project—i.e., addition of left-turn lanes shall be added to the eastbound and westbound approaches to the Brannan/Second intersection—could reduce the traffic impacts of this alternative to less-than-significant levels. In other regards, the Preservation Alternative would have comparable impacts to the proposed project. As noted above, however, implementation of this mitigation measure is within the jurisdiction of DPT, which also has responsibility to maintain an adequate supply of on-street parking. The decision as to whether or not to implement the measure in the future would require a balancing by DPT of parking demand/supply and traffic flow consideration. There would be a reduction in the residential and affordable units, and in residential open space as compared to the sponsor's proposed project.

Other effects described in the Initial Study for the proposed project, such as construction noise and air emissions, would be comparable to those described for the proposed project, though the reduced construction at 250 Brannan Street would incrementally reduce construction-related noise and air emissions. All potential impacts of the Full Preservation Alternative would be less than significant with implementation of the mitigation included in the proposed project.

The Full Preservation Alternative would be the environmentally superior alternative because it would avoid the one significant impact identified for the proposed project: demolition of the 200 Brannan Street façade wall; however, the project sponsors believe that the wall in any case could not be retained in its original condition due to required seismic upgrading. It would also have slightly reduced traffic and visual impacts when compared to the proposed project, as discussed above.

VI. ALTERNATIVES TO THE PROPOSED PROJECT

This alternative would not satisfy the sponsor's objectives of developing high-quality residential live/work multimedia/business service complex and redeveloping and seismically upgrading a currently under-utilized site. This alternative would result in fewer residential units, and therefore, fewer affordable units being created, and fewer job opportunities. The project sponsors believe that the existing wall at 200 Brannan Street is structurally substandard and cannot be upgraded without major change to the structure.

VII. EIR AUTHORS

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VIII. APPENDICES

Appendix A: Initial Study

Appendix B: Architectural Definitions

Appendix C: Certificates of Appropriateness Filed in the South End Historic District

Appendix D: Distribution List

**NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED**

Date of this Notice: September 25, 1999

Lead Agency: San Francisco Redevelopment Agency
 San Francisco Planning Department
 770 Golden Gate Avenue
 San Francisco, California 94102
 2414
 1660 Mission Street
 San Francisco, California 94103-

Agency Contact Person: Lisa Posternak **Telephone:** (415) 558-6384

Project Title: 99.173E: Brannan Square Project
Project Sponsor: LNR-Lennar Brannan Street, LLC
Project Contact Person: Suheil Totah
Telephone: (415) 512-8700

Project Address: 200 Brannan, 250 Brannan, 1 Federal Street, and 41 Federal Street
Assessor's Block and Lot: Block 3774, Lots 15, 18, 24, and 25
City and County: San Francisco

Project Description: The proposed project entails the adaptive reuse of the buildings at 250 Brannan and 1 Federal Streets; demolition of the buildings at 200 Brannan and 41 Federal Streets; and construction of two new buildings to provide a total of eight live/work units, 242 dwelling units (51 affordable), about 129,300 square feet of multimedia/business service space, about 2,600 square feet of retail space, a restaurant of about 5,000 square feet, about 400 parking spaces, and two loading spaces. The project site is on the northwest corner of Brannan and Delancey Streets and the southwest corner of Delancey and Federal Streets, within the South End Historic District. Lots 18 and 24 are within the South Beach Sub-Area of the Rincon Point-South Beach Redevelopment Area. Lots 15 and Lot 25 are within the SSO (Service/Secondary Office) Zoning District. The project requires a Certificate of Appropriateness pursuant to *Planning Code* Section 1006.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the State CEQA Guidelines, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal of this Determination to the Planning Commission: October 15, 1999. An appeal requires: (1) a letter specifying the grounds for the appeal, and (2) a \$209.00 filing fee. **Deadline for providing input on the scope and content of the EIR:** October 25, 1999.

Stan Muraoka, EIR Program Administrator
 San Francisco Redevelopment Agency

Hillary Gitelman
 Environmental Review Officer

PROJECT DESCRIPTION

The proposed Brannan Square project is a mixed-used development on Assessor's Block 3774, Lots 15, 18, 24, and 25, on the northwest corner of Brannan and Delancey Streets and the southwest corner of Delancey and Federal Streets (Figures 1 and 2, pages 3 and 4). The project would include the adaptive reuse of two existing buildings and construction of two new buildings to provide eight live/work units, 242 dwelling units (51 affordable), about 129,300 square feet of multimedia/business service space, about 2,600 square feet of retail space, a restaurant of about 5,000 square feet, about 400 parking spaces, and two loading spaces. Four existing buildings, totaling about 81,450 square feet, would be demolished to accommodate the proposed construction. The completed project would include three five-story buildings and one three-story building that would provide a total of about 403,313 gross square feet of residential, multimedia, retail, and restaurant uses; and about 178,835 square feet of parking and loading, for a project total of about 579,690 square feet of development. An existing one-story building on Lot 15, and three existing one- and two-story buildings on Lot 24 would be demolished. The project site is located within the South End Historic District. Lots 18 and 24 are located within the South Beach Sub-Area of the Rincon Point-South Beach Redevelopment Area. The proposed new buildings would be designed to be compatible with the historic character of the buildings in the Historic District.

Project construction would take about 15 months. The project construction cost is estimated at \$35 million (including demolition, excavation, foundation, erection, and exterior). The project sponsor is LNR-Lennar Brannan Street, LLC; and the lead project architect is MBH Architects.

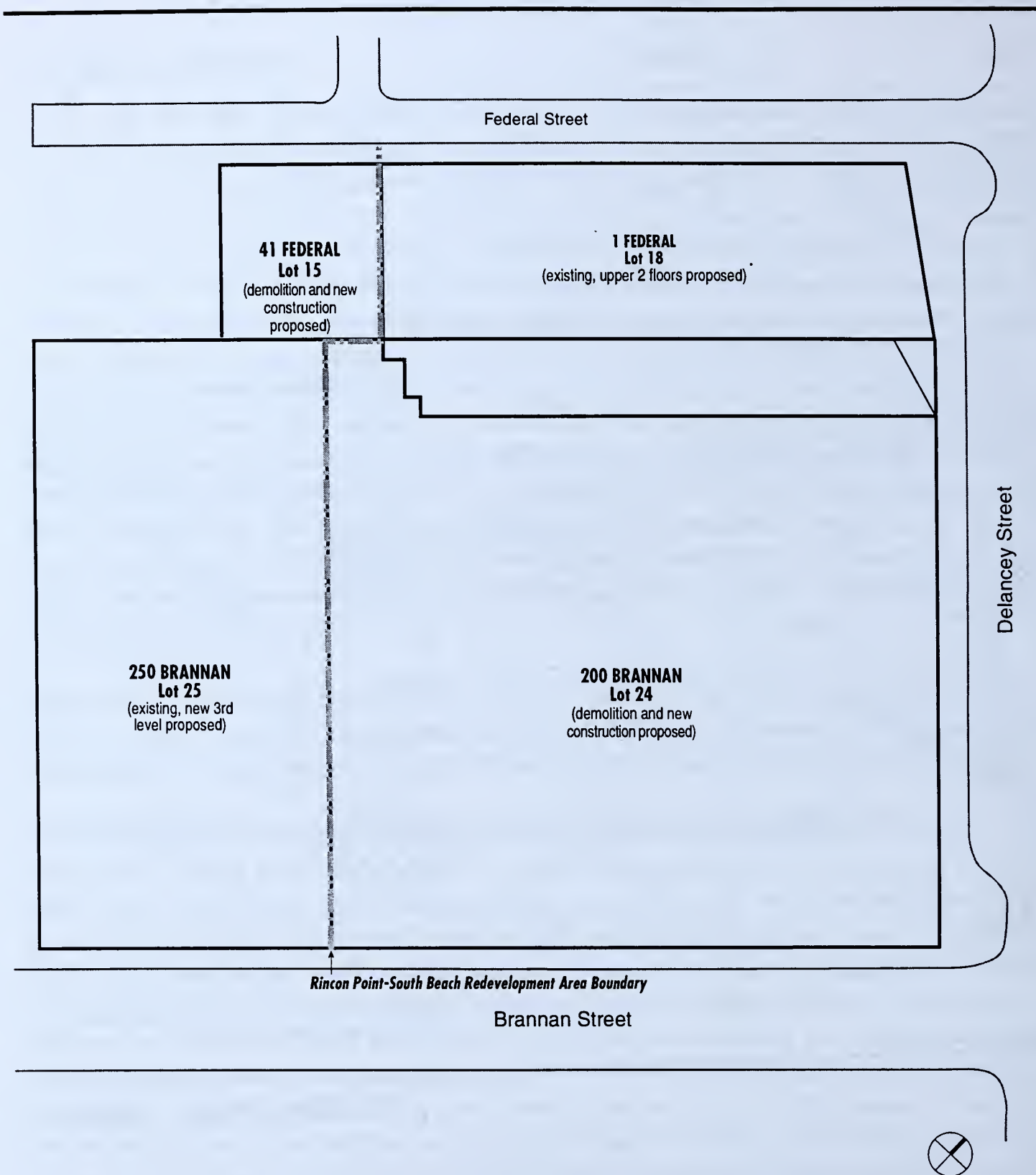
250 Brannan Street - Lot 25; SSO (Service/Secondary Office) Zoning District

The existing vacant, three-story (two-story in rear), 50-foot tall masonry building at 250 Brannan Street, part of the former Gallo Salame food processing facility, would be adaptively reused to provide about 129,300 square feet of multimedia/business service space (Figure 3, page 5). As an unreinforced masonry building, the 250 Brannan Street building would be required to be seismically upgraded, and the partial third story would be expanded to encompass the entire building. The basement and first-floor levels would be used as a garage for parking, providing about 94 parking spaces. Access to the parking garage would be from Federal Street, using the parking ramps on the ground floor of the building at 41 Federal Street to the north of the 250 Brannan Street building. Pedestrian access to the building would be from Brannan Street. The existing building at 250 Brannan Street is listed as a Contributory Structure to the South End Historic District under Article 10 of the *San Francisco Planning Code*, and is listed in the 1976 Planning Department Citywide



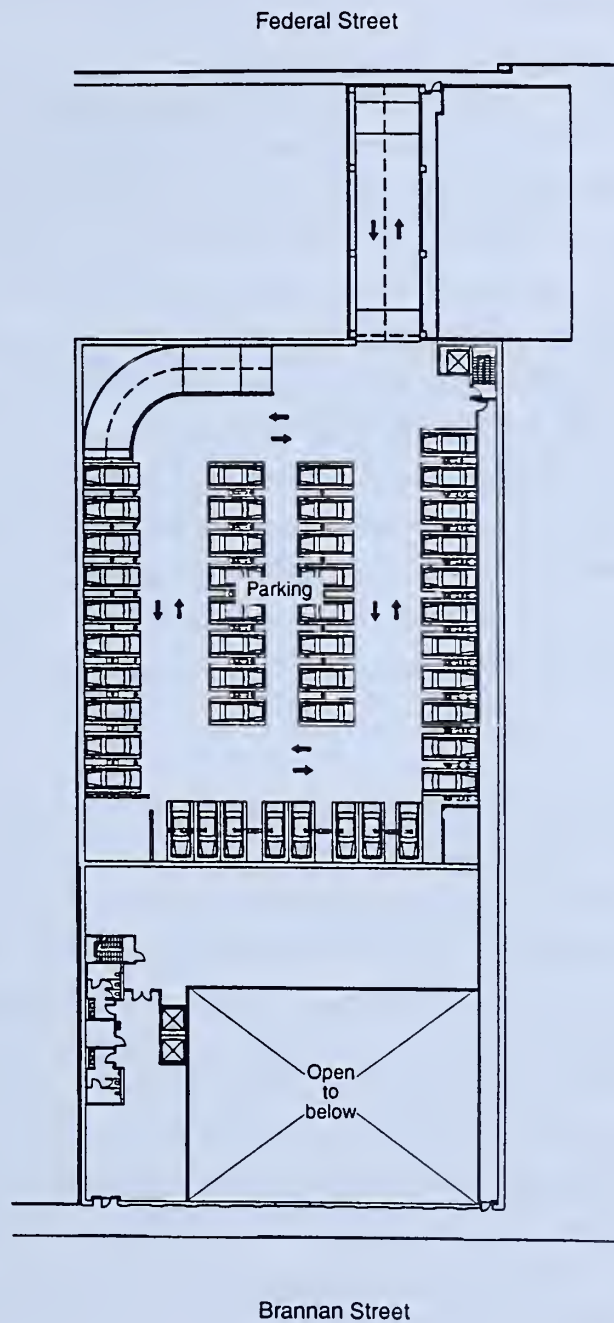
Source: During Associates

PROJECT LOCATION FIGURE 1



Source: During Associates

SITE PLAN FIGURE 2



Source: MBH Architects

PROPOSED 250 BRANNAN STREET, LOT 25, GROUND LEVEL **FIGURE 3**

Architectural Survey. The seismic upgrade of the building would be performed in accordance with State Historic Building Code standards.

200 Brannan Street - Lot 24; Rincon Point-South Beach Redevelopment Area

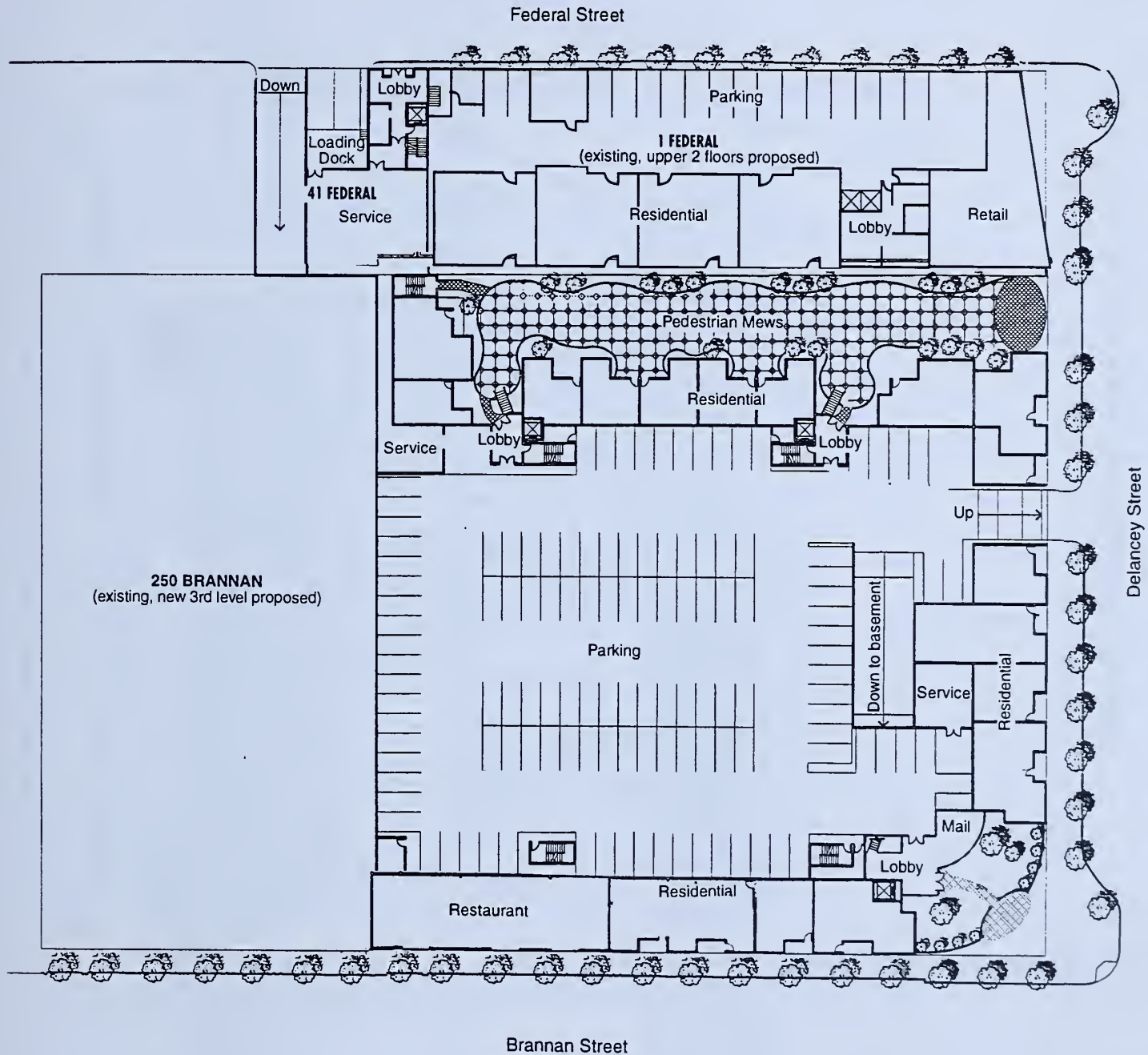
The three one- to two-story buildings enclosed by a one-story perimeter wall along Brannan and Delancey Streets at 200 Brannan Street, part of the former Gallo Salame food processing facility, would all be demolished. The wall is listed as a Contributory Structure to the South End Historic District under Article 10 of the *Planning Code*. A new five-story, 54-foot tall building containing about 191 dwelling units totaling about 173,000 square feet on the upper four floors, a restaurant of about 5,000 square feet on the ground floor, and a parking garage providing about 288 parking spaces on the ground floor and basement would be constructed on this portion of the project site (Figures 4, 5, and 6; pages 7, 8, and 9). A tree-lined pedestrian mews (surrounding courtyard) would provide pedestrian access to the dwelling units from Delancey Street. Access to the dwelling units would also be provided from the corner of Brannan and Delancey Streets. The pedestrian mews and a second floor courtyard would provide common open space for the dwelling units. Access to the parking garage would be from Delancey Street, and the restaurant would front on Brannan Street.

1 Federal Street - Lot 18; Rincon Point-South Beach Redevelopment Area

Two stories would be added to the existing three-story, about 59,400 square-foot building at 1 Federal Street, currently occupied by retail, storage, parking, and light industrial uses. The modified building would be 74 feet tall, contain 51 dwelling units totaling about 81,550 square feet on all five levels, about 2,600 square feet of ground-floor retail space, and a parking garage providing about 18 parking spaces on ground level, for a total of about 93,330 square feet of development (Figures 7 and 8, pages 10 and 11). The size of the window openings along Federal Street would be increased. Common open space for the dwelling units would be provided on a rooftop deck. Access to the dwelling units would be from the 200 Brannan Street pedestrian mews to the south, and the parking garage would have ingress and egress on Federal Street. The retail space would be accessible from Delancey Street. The existing building at 1 Federal Street is listed as a Contributory Structure to the South End Historic District under Article 10 of the *Planning Code*.

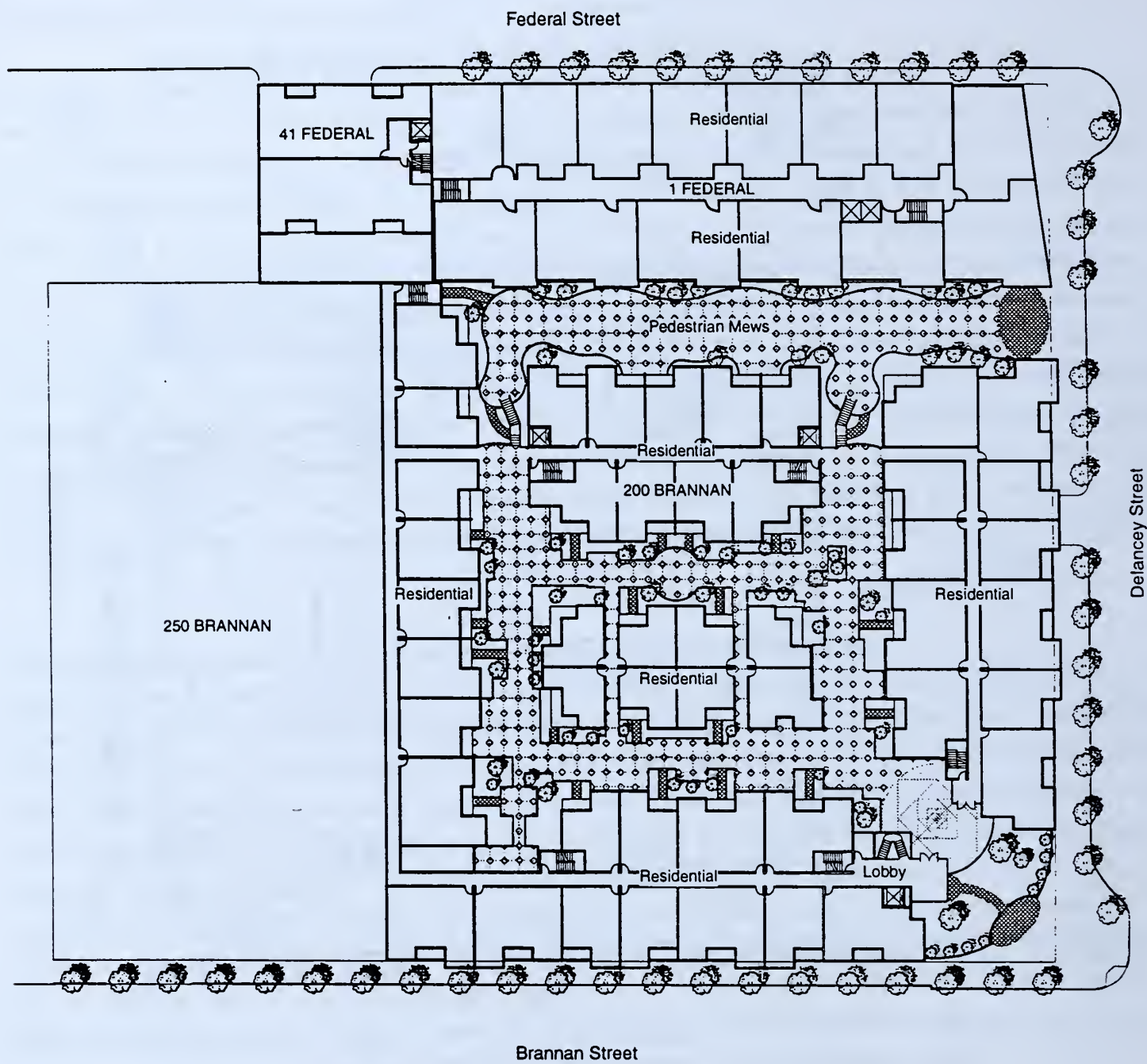
41 Federal Street - Lot 15; SSO (Service/Secondary Office) Zoning District

The existing single-story, 20-foot tall building of 5,760 square feet at 41 Federal Street, formerly used as a salame drying room for the Gallo Salame food manufacturing facility, would be demolished. A new five-story, 50-foot tall building containing eight live/work units of about 12,000 square feet on the upper four



Source: MBH Architects

FIGURE 4
PROPOSED 200 BRANNAN STREET, 1 FEDERAL STREET, AND 41 FEDERAL STREET;
LOTS 24,18, AND 15; PODIUM AND GROUND LEVEL

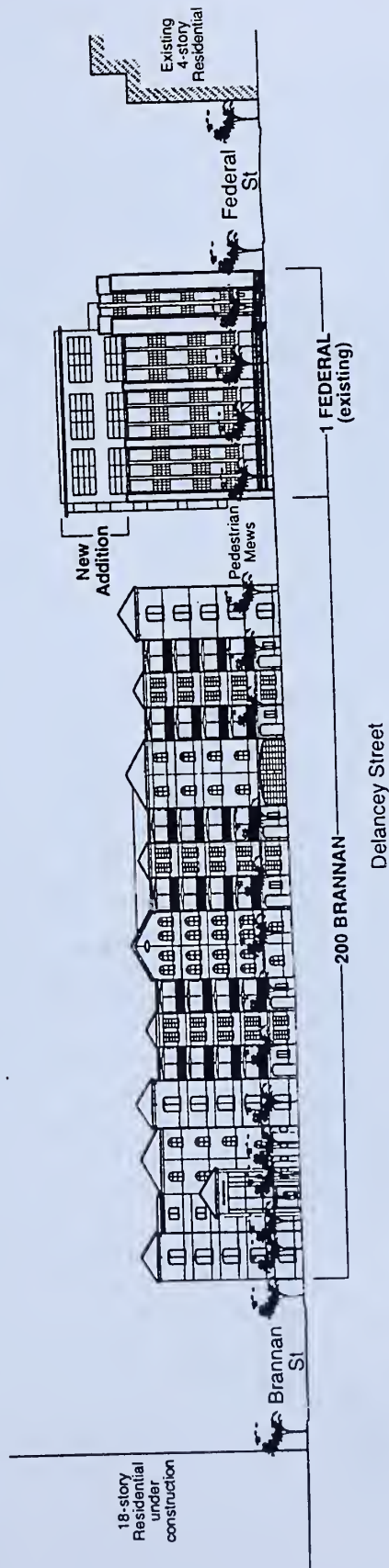


Source: MBH Architects

FIGURE 5
PROPOSED 200 BRANNAN STREET, 1 FEDERAL STREET, AND 41 FEDERAL STREET;
LOTS 24,18, AND 15; PODIUM AND UPPER FLOORS



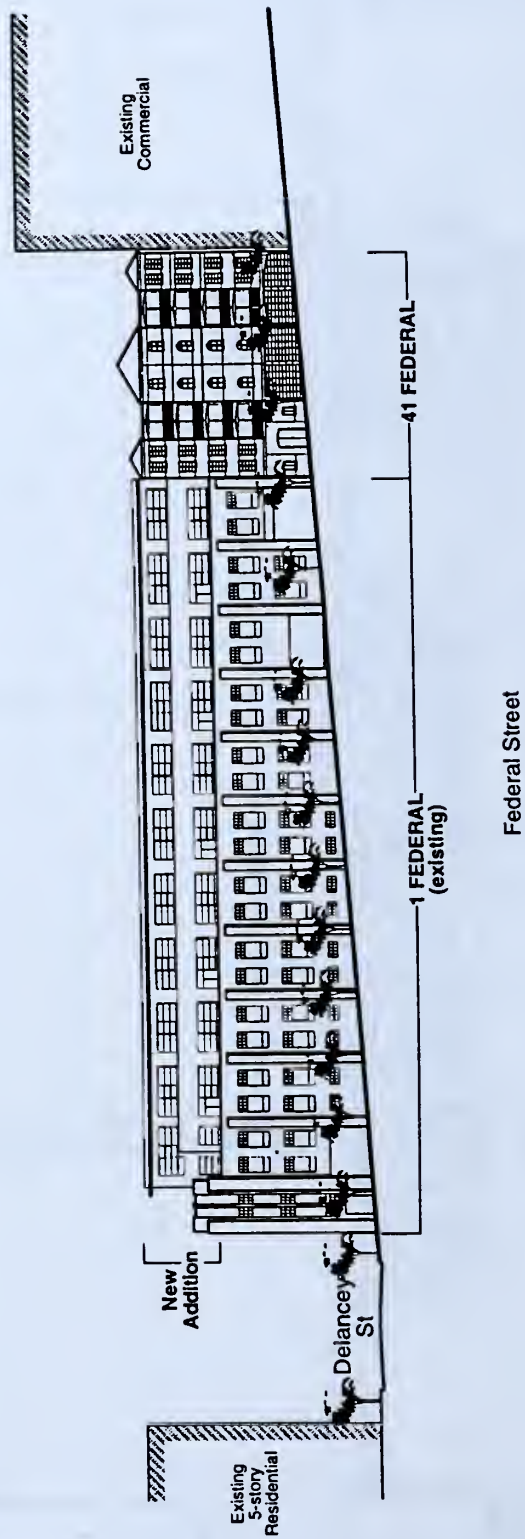
Brannan Street Elevation



Delancey Street Elevation

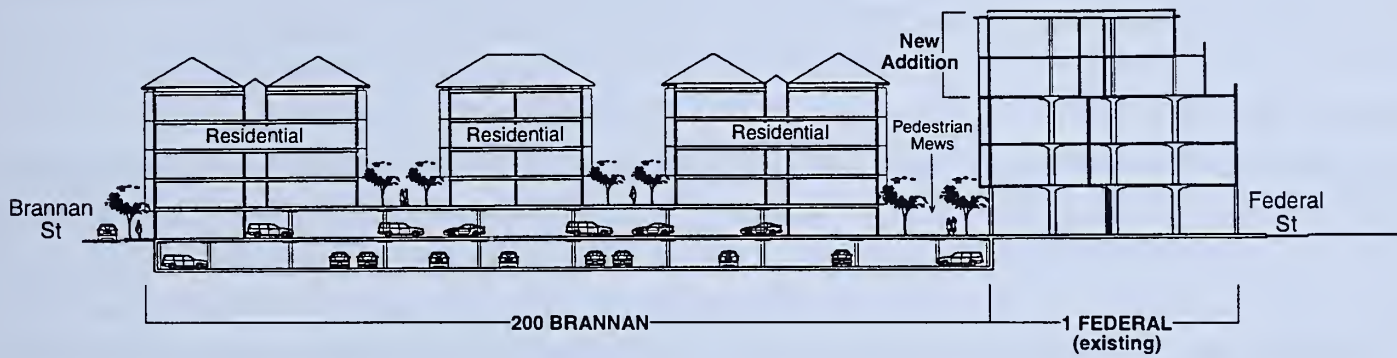
PROJECT ELEVATIONS: BRANNAN AND DELANCEY STREETS **FIGURE 6**

Source: MBH Architects

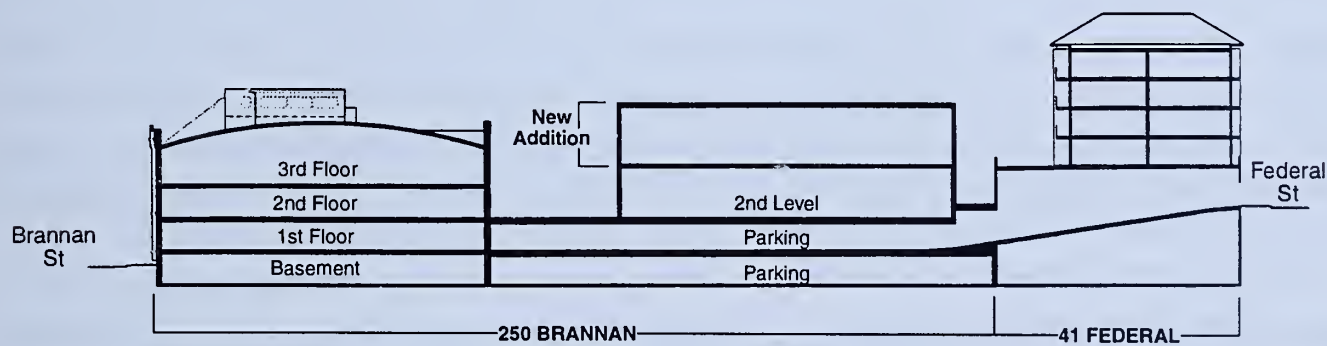


Source: MBH Architects

PROJECT ELEVATION: FEDERAL STREET FIGURE 7



200 Brannan and 1 Federal Sections



250 Brannan and 41 Federal Sections

Source: MBH Architects

PROJECT SECTIONS FIGURE 8

floors; and about 4,000 square feet of lobby, service/loading spaces, and ramps to the parking garage in the 250 Brannan Street building on the ground floor would be constructed. Vehicle and pedestrian access would be from Federal Street. The two loading spaces would also serve the 1 Federal Street Building to the east and the 200 and 250 Brannan Street buildings to the south.

PROJECT SETTING

The project site is located about 1,000 feet from San Francisco Bay, in the northeastern waterfront of San Francisco. The eastern portion of the site, 1 Federal Street and 200 Brannan Street (Lots 18 and 24), is located in the South Beach Sub-Area of the Rincon Point-South Beach Redevelopment Project Area, which is generally bounded by Mission Street to the north and China Basin to the south, and consists of two non-contiguous geographic sub-areas: the Rincon Point Sub-Area and the South Beach Sub-Area. This portion of the project site is designated Site G in the *Rincon Point-South Beach Redevelopment Plan*, and is proposed in the *Plan* for residential redevelopment with 242 housing units, with light industry as an alternate designated use, and is subject to a 105-foot height limitation. The *Plan* establishes land use standards for development in the Redevelopment Area.

The western portion of the project site, 250 Brannan Street and 41 Federal Street (Lots 25 and 15) is located in the City's SSO (Service/Secondary Office) Zoning District. The San Francisco Planning Commission, by Resolution No. 14843 on June 17, 1999 initiated the South End Office Zoning District amendments to the SSO Zoning District, which include the lots occupied by the 250 Brannan Street and 41 Federal Street properties. If approved by the Planning Commission, the amendments would further limit liquor licenses, nighttime entertainment, parking, signage, and other uses on the applicable properties. Both 250 Brannan Street and 41 Federal Street are in a 50-X Height and Bulk District.

The project site is currently fully developed with urban uses, including a three-story building with retail, storage, light industrial, and parking uses; a vacant, single-story building formerly used as a salame drying room; and vacant one- to three-story warehouses, a production plant, and offices formerly occupied by the Gallo Salame food processing facility.

The project site is also located in the South End Historic District, which was established by Ordinance No. 104-90 on March 27, 1990 and is described in Article 10 of the *San Francisco Planning Code*. While the 250 Brannan Street and 1 Federal Street buildings are identified as Contributory Buildings to the Historic District, only the street-facing perimeter wall at 200 Brannan Street is considered Contributory; the other buildings on the 200 Brannan Street lot are considered Non-Contributory.

The SSO District, in which the 250 Brannan Street and 41 Federal Street properties are located, is designed to accommodate small-scale light industrial, home and business services, arts activities,

live/work units, and small-scale, professional office space and large floor-plate “back office” space for sales and clerical work forces. Nighttime entertainment is permitted as a conditional use. Dwelling units and group housing are permitted as conditional uses. Demolition or conversion of existing group housing or dwelling units requires conditional use authorization. Office, general commercial, most retail, service, and light industrial uses are principal permitted uses. Hotel, movie theater, adult entertainment, and heavy industrial uses are not permitted. The proposed multimedia/business service use at 250 Brannan Street (Lot 25) and the proposed live/work units at 41 Federal Street (Lot 18) would be permitted in the SSO Zoning District or, if approved by the Planning Commission, the South End Zoning District (see Project Setting above).

The character of the project area has been in transition over the last 20 years. Originally devoted primarily to maritime, warehousing, and industrial uses, the area has been increasingly developed with residential and office uses. The rest of the project block is already primarily developed with office and residential uses, with the exception of a restaurant immediately west of the project site on Brannan Street and some retail/commercial uses on Second Street.

The project site occupies approximately one-quarter of the block bounded by Bryant, Delancey, Brannan, and Second Streets. As shown on Figure 1, page 3, Federal Street partially bisects the block from the east and west. Rincon and DeBoom Streets also extend only partially into the block. Immediately north of the project site on Delancey Street are a three-story apartment building with 16 units and an 11-story apartment building with approximately 50 units. Built into Rincon Hill, this building is eight stories high along Bryant Street. Two other buildings are located along Bryant Street between this apartment building and Rincon Street. Both are one story at Bryant Street and two stories downslope, toward Federal Street. They both house offices for architects, marketing firms, multi-media companies, a publisher, security firm, and various other commercial enterprises. Several small private parking lots are located adjacent to these buildings. Three other office buildings are located in the project block along Bryant Street between Rincon and Second Streets. A three-story building at Bryant and Rincon Streets houses architects, multi-media firms, and insurance companies, among others. An adjacent four-story building has about 40 professional services tenants. A four-story building at Second and Bryant Streets provides offices to about 20 tenants, including Internet or computer companies, real estate companies, a magazine, and various service providers. The live/work Clock Tower building is located on the northeast corner of Second and Bryant Streets. East of this building and west of Rincon Street is a small parking lot adjacent to the bridge on-ramp and a three-story warehouse building housing furniture sales.

Other office buildings are located in the project block, including a four-story building and a six-story building west of the project site on Federal Street, two two-story buildings located on Federal Street near Second Street, a three-story building at the corner of Second and Brannan Streets, and a

six-story building on Brannan Street, with a café and dry cleaners on the ground floor. The majority of tenants in these buildings are multi-media firms. Other land uses in the project block include a large restaurant/nightclub and associated parking lot immediately west of the project site on Brannan Street, and a number of small commercial uses along Second Street, including a brewery/café, bar/restaurant, hair salon/spa, confectioners, and bicycle shop.

Bayside Village is immediately east of the project block, occupying the block bounded by Brannan, Delancey, Bryant, and Beale Streets. Nine three- to six-story buildings arranged in a campus-like setting provide a total of 862 one-bedroom, two-bedroom, and studio apartments. A restaurant, deli/grocery store, and dry cleaners are also located in this block at the intersection of Brannan Street with the Embarcadero. The block immediately south of the project site is currently being developed with three residential towers that will be located along Brannan Street between Delancey and Colin P. Kelly Jr. Streets. The towers will be 15 to 17 stories tall and will provide a total of 356 market-rate condominiums, restaurant, health club, ground-floor retail space, and parking. This project is adjacent to the Oriental Warehouse, an historic warehouse on Delancey Street that was preserved and converted to residential use. To the south of this building is the South Beach Marina Apartments, a complex of five buildings ranging in height from four to 13 stories, extending along Townsend Street between Delancey and Colin P. Kelly Jr. Streets. A four-story parking structure is located on Colin P. Kelly Jr. Street between the new residential towers under construction and the southern tower of the Marina Beach Apartments. West of Colin P. Kelly Jr. Street in the block south of the project block is a three-story commercial building with space for lease, a six-story self-storage facility, a one-story vacant warehouse, five-story office building, three-story office building, surface parking lot, and a two-story building with two retail stores (clothing and cellular phones) at Second and Townsend Streets.

To the east of the project block is the Delancey Street Foundation, a private residential training and employment program that provides 177 dwelling units for 500 residents. This four-story development, which occupies the triangular block bounded by Delancey Street, Brannan Street, and the Embarcadero, is designed to look like high-end townhouses. A public restaurant and a variety of retail uses are located in the ground-level street frontages of the development.

The Embarcadero is a broad boulevard that extends north along the San Francisco Bay waterfront for several miles, terminating at Fisherman's Wharf. Two blocks south of the project site, the Embarcadero ends at King Street, adjacent to the South Beach Harbor Park. South Beach Harbor, a private yacht club providing 690 small boat slips, is adjacent to the park. Various maritime piers are located on the east side of the Embarcadero, including Pier 32, where the Navy ship Jeremiah O'Brien is moored. The Giants' new Pacific Bell Ballpark is currently undergoing construction to the south of South Beach Harbor Park and is scheduled to open in April 2000. Several large residential

developments are under construction in nearby blocks. The Caltrain terminal station is located about three blocks away from the project site, at the corner of Fourth and Townsend Streets. The Transbay Terminal, used by MUNI, AC Transit, and other transit agencies, is about four blocks north of the site, at First and Mission Streets. Moscone Convention Center and Yerba Buena Gardens are located about 2,500 feet northwest of the site.

West of the project block is South Park, a mixed-use block surrounding and oriented toward an oval park. South Park Avenue, which encircles the park, is lined primarily with narrow two- and three-story buildings housing restaurants, shops, small offices, and apartments. The outer edges of the block are lined with larger commercial, service, office, and light industrial uses. Many artists' studios are located along Bryant Street in this block, between Second and Third Streets.

North of the project block, the elevated Interstate 80 conveys traffic to and from the Bay Bridge. The concrete western anchor to the Bay Bridge is embedded in the hillside in the block north of the project site. The elevated approach to the bridge passes overhead. An off-ramp runs along Bryant Street adjacent to the project block before curving under the bridge to discharge onto Fremont Street to the north. An on-ramp to the bridge is located off Bryant at Sterling Street, just east of Second Street.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The Brannan Square Project is examined in this Initial Study to identify potential effects on the environment. On the basis of this study, project-specific effects that relate to transportation and historical cultural resources have been determined to be potentially significant, and will be analyzed in an Environmental Impact Report (EIR). In addition, the EIR will provide additional discussion of land use and the project's visual quality/urban design for informational purposes, although both are determined in this Initial Study to be less than significant impacts.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential environmental effects were determined either to be less than significant or to be reduced to a less than significant level through mitigation measures included in the Initial Study and project. These items are discussed in Section III below, and require no further environmental analysis in the EIR:

Land Use: The proposed project would convert existing light industrial, retail, parking, and storage uses and vacant industrial buildings to residential, live/work, multimedia/business service, retail, restaurant, and parking uses. The site has been fully developed with urban uses for many decades

and the proposed uses would be compatible with the existing residential, multimedia, retail, and office uses on the project block and in the project vicinity. However, the project would increase the intensity of these uses on the site. For informational purposes, the EIR will discuss land use.

Glare: The new or altered buildings would not contain mirrored glass. Exterior lighting would be directed or shielded to prevent glare on adjacent properties and streets.

Population: After project completion, it is estimated that the daily population on the project site would increase by about 1,033 people. While this increase in local population would be noticeable to immediately adjacent neighbors, the increase would be small relative to the existing population of the concentrated commercial and residential uses in the project area.

Noise: During project construction, the increase in noise in the project area would be temporary and intermittent, the City would require compliance with the *Noise Ordinance* relative to noise from construction equipment, and the project sponsor would implement mitigation measures that would reduce the noise and vibration from pile driving to a less than significant level. The increase in noise in the project area from construction and occupancy of the proposed project would not be considered a significant impact of the project because the noise is common and generally accepted in urban areas, the City would require compliance with the *Noise Ordinance*, and the traffic generated by the project would not cause a significant increase in ambient noise levels.

Air Quality and Wind: To reduce dust emissions during project construction to a less than significant level, the project sponsor would implement a mitigation measure that calls for dust control through watering the project site, covering stockpiles of materials, and sweeping surrounding streets. Based on calculations of the estimated carbon monoxide concentrations at selected local intersections from the average daily traffic generated by the proposed project, the project would have a less than significant impact on local carbon

monoxide concentrations. Based on calculations of the emissions of air pollutants from the average daily traffic generated by the project, the project would have a less than significant impact on regional air quality.

Shadow: Based on a shadow fan analysis, the proposed project would not shade public areas subject to Section 295 of the *Planning Code*. A limited number of private parcels would be affected by shading from the project. The net new shading of these parcels would be limited in scope and would not increase the total amount of shading above levels which are common and generally accepted in urban areas.

Utilities/Public Services: The project would increase the demand for public utilities and services, but not in excess of amounts expected and provided for in the project area.

Biology: The project site is entirely covered by impervious surfaces. As no vegetation or wildlife habitat exists on the site, the additional development on the site under the proposed project would not affect any plant or animal habitats or interfere with the movement of any resident or migratory animal species.

Geology/Topography: Potential damage to structures from geologic hazards on the project site and dewatering during project construction would be reduced to a less than significant level through the Department of Building Inspection review of the building permit application and requirement for a geotechnical report that assesses the nature and severity of hazards on the site and recommends project design and construction features that would reduce the hazards; and the Department of Public Works requirement for monitoring potential earth settlement and subsidence during dewatering.

Water: The proposed project would not alter the drainage pattern on the project site, and stormwater runoff from the site would drain into the City's combined sanitary and storm drain sewer system. Potential degradation of groundwater quality as a result of dewatering during project construction would be mitigated through the Department of Public Works requirement for retention in a holding tank of groundwater pumped from the project site, and analysis of the quality of this groundwater before it is discharged to the sewer system.

Hazards: Phase I and Phase II Environmental Site Assessments of the soil and groundwater conditions on the project site showed low or non-detectable concentrations of petroleum hydrocarbons and other hazardous materials. Seven underground storage tanks and 150 cubic yards of contaminated soil around the tanks were removed from the site. The City issued a closure letter indicating that no further remedial action was required. The project site is subject to Ordinance 253-86 which requires an analysis for hazardous wastes of the approximately 54,700 cubic yards of soil that would be excavated. Limited amounts of asbestos and lead were identified in the project buildings. Removal of asbestos and lead are subject to local, state, and federal regulations.

Cultural Resources: To reduce the potential disturbance, damage, or loss of archaeological resources on the project site during project construction to a less than significant level, the project sponsor would implement a mitigation measure that calls for archaeological testing and evaluation to determine the presence or absence of archaeological resources on the site prior to project construction; and, if archaeological resources are encountered during project construction, suspension of construction activity until the archaeological resources are assessed and recommendations made and implemented for minimizing impacts to the resources. The buildings at 250 Brannan Street and 1 Federal Street would be altered, and the wall at 200 Brannan Street

would be demolished as part of the project, which could have a significant adverse impact on historic resources. The EIR will discuss the impacts of the proposed project on historic resources.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH ZONING, PLANS AND POLICIES	<u>N/A</u>	<u>Discussed</u>
1. Discuss any variances, special authorizations, changes proposed to the City Planning Code or Zoning Map, if applicable.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The *San Francisco Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Code*, or an exception is granted pursuant to provisions of the *Code*. In addition to requiring building and demolition permits from the Department of Building Inspection, the proposed project would require a Certificate of Appropriateness from the Planning Commission, including a public hearing, pursuant to Section 1006 of the *Planning Code*. Section 1006 requires a Certificate of Appropriateness for any construction, alteration, removal, or demolition of a structure in an Historic District.

The San Francisco Redevelopment Agency Commission would require approval of the Owner's Participation Agreement/Disposition and Development Agreement pursuant to the *Rincon Point-South Beach Redevelopment Plan*, and for demolition of the buildings and wall at 200 Brannan Street and the addition of two stories and other alterations to the 1 Federal Street building. The Landmarks Preservation Advisory Board and the San Francisco Planning Commission would advise the Redevelopment Agency Commission regarding the demolition of the perimeter wall at 200 Brannan Street and the alterations to the 1 Federal Street building.

The eastern portion of the project site (1 Federal Street, Lot 18; and 200 Brannan Street, Lot 24) of the project site is located in the South Beach Sub-Area of the *Rincon Point-South Beach Redevelopment Area*. This portion of the project site is designated Site G in the *Rincon Point-South Beach Redevelopment Plan* and is proposed in the *Plan* for residential redevelopment with 242 housing units, with light industry as an alternate designated use. The *Plan* establishes land use standards for development in the Redevelopment Area. The *Plan* also includes general redevelopment objectives and proposed actions for the Redevelopment Area, as well as specific project proposals. The Redevelopment Agency considers the proposed Brannan Square Project to be consistent with the *Redevelopment Plan*. Concomitant with the *Plan* are development standards and urban design

guidelines for the Redevelopment Area. These design guidelines are contained in *Design for Development-Rincon Point/South Beach Redevelopment Project Area*, originally approved by the Redevelopment Agency Commission on October 28, 1980 and December 16, 1980 (Resolution Nos. 326-80 and 408-80) and the Planning Commission on December 4, 1980 (Resolution No. 8783). These design guidelines call for Planning Department design review of new buildings proposed in the Redevelopment Area.

Environmental plans and policies are those, like the Bay Area *Air Quality Plan*, which directly address physical environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

The City's *General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies which relate to physical environmental issues. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy. In general, potential conflicts with the *General Plan* are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any conflict not identified in this environmental document could be considered in that context, and would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *San Francisco Planning Code* to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under CEQA; prior to issuing a permit for any demolition, conversion, or change of use; and prior to taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies.

The case report for the Certificate of Appropriateness and/or subsequent motion for the Planning Commission will contain the analysis determining whether the proposed project is consistent with the Priority Policies.

The Planning Commission and the Redevelopment Commission must certify the EIR as a complete and accurate environmental document for the project prior to taking any approval actions. As described above, the project would require approvals under Section 1006 of the *Planning Code* and

building and demolition permits from the Department of Building Inspection. The approvals necessary for the proposed project and the relationship of the project to *Planning Code* requirements will be described in the EIR.

B. ENVIRONMENTAL EFFECTS

All items except Transportation/Circulation and historic architectural resources on the Initial Study Environmental Evaluation Checklist have been checked "No," indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. For items where the conclusion is "To be Determined," the analysis will be included in the EIR. Several of the Checklist items have been checked "Discussed," indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No" without a discussion, the conclusions regarding potential significant adverse environmental effects are based on field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Planning Department such as the Department's *Transportation Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each Checklist item, staff considered both the individual and cumulative impacts of the proposed project.

1. <u>Land Use</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Disrupt or divide the physical arrangement of an established community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have any substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is located in the diverse South of Market and South Beach areas. Although north of Bryant Street these areas are primarily dominated by commercial and office uses, large amounts of residential development have occurred in the immediate project vicinity in recent years, and this type of development continues in the blocks south of the project site. The site, consisting of four adjacent parcels bounded by Federal, Delancey, and Brannan Streets, is fully developed with one- to three-story buildings; all but the 1 Federal Street building are currently vacant. The 41 Federal Street, 200 Brannan Street, and 250 Brannan Street buildings comprised the Gallo Salame food processing facility that was established at 250 Brannan Street in 1963 and was expanded to the other two sites in the 1970's. The food manufacturing operations were relocated to the East Bay in 1996, and the buildings on the project site have not been reoccupied. The three-story building at 1 Federal Street is currently occupied by the Wooden Duck, a recycled wood furniture factory and sales outlet, other light industrial uses, and storage for theater props. The wood furniture factory would continue to occupy space in the 1 Federal Street building after the project is complete.

Introduction of New Land Uses

The project would convert existing light industrial, retail, parking, and storage uses and vacant industrial buildings to residential, live/work, multimedia/business service, retail, restaurant, and parking uses. The introduction of residential and multimedia/business service uses to the project site represents a wider trend in the South of Market and South Beach areas.

Intensification of Residential and Other Land Uses

The proposed project would add to existing residential and multimedia uses surrounding the site. The development of eight live/work units, 242 dwelling units, and about 129,300 square feet of multi-media/business services use in the area would not be a significant effect of the proposed project because it would be in an area that is intensively developed and that already supports significant amounts of residential, office, and commercial development in surrounding blocks.

Change in Neighborhood Character

The proposed project would entail adaptive reuse of two existing buildings on fully developed urban parcels. Four existing one- and two-story buildings on two adjacent parcels would be demolished and two five-story buildings would be erected in their place. The neighborhood in which the project is located has for more than a decade been undergoing a transition from a predominantly industrial neighborhood to a mixed use neighborhood dominated by residential and office development interspersed with small neighborhood-serving retail and restaurant establishments. Development in the immediate vicinity of the project site is entirely devoted to these types of uses. Therefore, the proposed project would largely complete a neighborhood transition that is consistent with the land uses identified in the *Rincon Point-South Beach Redevelopment Plan*. See the Cultural Resources Section of this Initial Study regarding the impact of the proposed project on the character of the South End Historic District. Because the project would be developed within the existing block and street configuration, it could not divide the physical arrangement of an established community.

In conclusion, the proposed project would not result in significant adverse land use impacts. However, for informational purposes, the EIR will discuss land use.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
2. <u>Visual Quality</u> - Could the project:			
a. Have a substantial, demonstrable negative aesthetic effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Generate obtrusive light or glare substantially impacting other properties?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

aesthetic effect

Development of the five-story, 54-foot tall residential building at 200 Brannan Street; the addition of two stories to the 1 Federal Street building, which would be 74 feet tall, and development of the five-

story, 50-foot tall live/work building at 41 Federal Street would not result in a substantial, demonstrable negative aesthetic effect.

Implementation of the proposed project would substantially alter the appearance of the eastern, northern, and over half of the southern portions of the project site. The existing one-to two-story 200 Brannan Street building would be demolished and replaced by a more intensive development of a five-story residential building on Brannan and Delancey Streets. The two-story building on 41 Federal Street would be replaced by a five-story building, and two-stories (about 22 feet) would be added to the 1 Federal Street building. However, construction of the project would not result in a substantial, demonstrable negative aesthetic effect for many reasons. The appearance of the new development would not be substantially different than the surrounding residential projects on Delancey and Brannan Streets. The existing buildings on Delancey Street are four- to five-stories and are built to the lot line with no setbacks. To the south across Brannan Street, a three-tower high rise apartment building is under construction that will range from 15 to 17 stories, nearly three times the height of the proposed building at 200 Brannan Street. The adjacent building to the west of the proposed building at 41 Federal Street would be about 30 feet higher.

The Planning Department and the Redevelopment Agency would review the project plans, including the proposed surfaces, colors, and lighting fixtures of the residential buildings and the proposed landscaping relative to the *Design for Development-Rincon Point/South Beach Redevelopment Project Area*, the character of the existing residential neighborhood, and the *San Francisco General Plan*.

views

Scenic views currently available to the public in the vicinity of the project site are limited to the Brannan Street right-of-way along the southern frontage of the site, which provides views to the east of the San Francisco Bay and the Bay Bridge. Views to the north of the project site are of Rincon Hill and the elevated Interstate 80 Freeway and the Bay Bridge. From the project site, views are limited to the buildings immediately surrounding or in the near vicinity of the site. The proposed development on the site would not be considered an alteration of views from a public park, open space, or scenic area.

The design of the proposed project would comply with Planning Commission Resolution No. 9212, which prohibits the use of mirrored or reflective glass. The proposed project would not contain mirrored glass, would not include exterior lighting in excess of amounts common and accepted in urban areas, and would direct exterior lighting to minimize glare on neighboring buildings or streets. Therefore, the proposed project would not generate obtrusive light or glare substantially impacting other properties.

In conclusion, the proposed project would not result in significant adverse visual impacts. Therefore, the EIR will not address visual quality.

Yes No Discussed

3. **Population** - Could the project:

- | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|
| a. Induce substantial growth or concentration of population? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Displace a large number of people (involving either housing or employment)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

The addition of 242 residential units, eight live/work units, about 129,300 square feet of multimedia/business services use, about 2,600 square feet of retail use, and about 5,000 square feet of restaurant use would increase the daily population on the project site by about 1,043 people. This figure is based on the average number of persons per household in the South of Market Planning District (location of the proposed project) listed in the San Francisco Planning Department October 1991 *San Francisco Atlas* (i.e., 2.11 persons per household); and on a density of one retail employee per 350 square feet of retail space, a density of one restaurant employee per 160 square feet of restaurant space, and a density of one multimedia employee per 270 square feet of multimedia space.¹ While potentially noticeable to the immediately adjacent neighbors, this population increase would be small relative to the existing population of the concentrated commercial and residential uses in the project area, and would not be a significant impact of the proposed project. The physical environmental effects of this increase in population on site will be addressed in the transportation section of the EIR.

The project would displace less than ten existing employees on the project site. The Gallo Salame food processing facility has been vacant for nearly three years, and the existing furniture factory/store could remain in the 1 Federal Street building. Over 500 new jobs would be created on the project site.¹

The project would add about 242 dwelling units and eight live/work units to the project site and would not displace any existing housing. The Brannan Square Project would not create a substantial demand for additional housing in San Francisco, nor would the project reduce the housing supply.

NOTES - Population

¹. City and County of San Francisco, Department of City Planning, *Guidelines for Environmental Review: Transportation Impacts*, Appendix 1, July 1991; Citywide Travel Behavior Study, 1993; San Francisco Land Use Database; selected transportation reports; and a survey of a major San Francisco multimedia company.

Yes No Discussed

4. **Transportation/Circulation** - Could the project:

- | | |
|--|-------------------------|
| a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system? | <u>To be Determined</u> |
|--|-------------------------|

- b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards? To be Determined
- c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity? To be Determined
- d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities? To be Determined

The proposed project would include about 400 parking spaces and two loading spaces. The increased employment, residents of the dwelling units, visitors, and patrons of the retail and restaurant uses on the project site would result in increased demands on the local transportation system, including increased traffic, transit demand, and parking demand. A Transportation Study will be conducted by a transportation consultant under the supervision of the Planning Department. The study will address the impacts of the proposed project on traffic and vehicular circulation, transit, pedestrian circulation, bicycling, parking, and freight loading during project construction and occupancy.

- | | <u>Yes</u> | <u>No</u> | <u>Discussed</u> |
|---|--------------------------|-------------------------------------|-------------------------------------|
| 5. <u>Noise</u> - Could the project: | | | |
| a. Increase substantially the ambient noise levels for adjoining areas? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Violate Title 24 Noise Insulation Standards, if applicable? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Be substantially impacted by existing noise levels? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Project Construction

Pile Driving

Construction of the proposed project would occur over a period of about 15 months and involve installing about 200 piles driven to bedrock to support the structure and floors of the proposed new buildings. Pile driving would occur intermittently over a period of about two months. In general, the noise from pile driving, especially when the pile driver strikes a pile, could be about 90 decibels (dBA; a unit of measure for sound - "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound) at about 100 feet from the construction area. The noise levels at receptors near the project site would depend on their distance from the noise source and on the presence or absence of noise barriers. The noise from the pile driver would be most noticeable along the frontage of the construction area and decrease with distance. Vibrations from the impact of piles with the ground could be felt in adjacent buildings, which include the Delancey Street Foundation housing to the east of the project site (see the Project Setting for a detailed description of uses adjacent to the project site).

The noise and vibration from pile driving may annoy or disturb the occupants of nearby properties. Mitigation Measure 2 listed in the Mitigation Measures section of this Initial Study would minimize disturbance to the occupants of nearby properties from the noise and vibration during pile driving on the project site. The mitigation measures involve scheduling pile driving during the times of day that would minimize disturbance to the occupants of nearby properties, reducing the vibration on the ground surface during pile driving, and reducing the amount of noise generated by the pile driver. Implementation of these mitigation measures would ensure that the potential noise and vibration effects during pile driving would be reduced to a less than significant level.

Other Construction Activities

During construction of the proposed project, the temporary and intermittent noise from other construction equipment and activities would be noticeable and could be an annoyance to the occupants of nearby properties.

Construction noise is regulated by the *San Francisco Noise Ordinance* (Article 29 of the *San Francisco Police Code*). The *Noise Ordinance* requires that construction work be conducted in the following manner: 1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); 2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works to best accomplish maximum noise reduction; and 3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 PM and 7:00 AM, unless the Director of the Department of Public Works authorizes a special permit for conducting the work during that period.

In conclusion, the increase in noise in the project area from construction of the proposed project would not be considered a significant impact of the project because the construction noise would be temporary and intermittent, the City would require compliance with the *Noise Ordinance*, and the project sponsor would implement mitigation measures that would reduce the noise and vibration from pile driving to a less than significant level. Therefore, the EIR will not discuss noise from project construction.

Project Operation

Noise generated by occupants of the dwelling units would not be considered a significant impact of the proposed project because noise generated by residential development is common and generally accepted in urban areas. In addition, Title 24 of the *California Code of Regulations* establishes uniform noise insulation standards for residential projects (including hotels and motels). The Department of Building Inspection would review the final building plans for the proposed project to ensure that the building wall and floor/ceiling assemblies meet these State standards regarding sound transmission.

Noise from commercial operations is also regulated by the *Noise Ordinance*. Section 2909 of the *Noise Ordinance* limits noise from fixed sources, such as any fixed machinery or equipment or similar mechanical devices. Section 2915 of the *Noise Ordinance* prohibits general noise considered "unnecessary, excessive, or offensive" and which "causes discomfort or annoyance" of "any reasonable person of normal sensitivity residing or working in the area."

The noise from traffic generated by occupancy of the proposed dwelling units, live/work units, multimedia/business services, and retail uses would be limited to vehicles arriving at and departing from the internal parking structures and loading zones. Such noise would be virtually unnoticed within the urban context of the project area. Based on published scientific acoustic studies, the traffic volumes in a project area would need to approximately double to produce an increase in ambient noise levels noticeable to most people in the area. Based on a preliminary traffic analysis conducted by a transportation consultant, construction and occupancy of the proposed project would not cause doubling of the traffic volumes at all study intersections in the project area except Brannan Street/Delancey Street. Therefore, the traffic generated by the proposed project would not cause a noticeable increase in the ambient noise levels except near the Brannan Street/Delancey Street intersection. At that intersection, traffic volumes during the P.M. peak hour to the north on Delancey Street would increase by a factor of about 2.5 (from about 138 vehicles to about 354 vehicles). Therefore, under the proposed project, the traffic at this intersection would cause a noticeable increase in ambient noise levels. This increase in noise levels would not be considered a significant impact of the proposed project because the noise increase would be barely noticeable, Delancey Street is a relatively quiet street, and the traffic volumes on Delancey Street are relatively low compared to other residential streets in the project area.

In conclusion, the increase in noise in the project area from construction and occupancy of the proposed project would not be considered a significant impact of the project because the noise is common and generally accepted in urban areas, the City would require compliance with the *Noise Ordinance*, and the traffic generated by the project would not cause a significant increase in ambient noise levels. Therefore, the EIR will not discuss noise from project operation.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
6. <u>Air Quality/Climate</u> - Could the project:			
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
b. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Permeate its vicinity with objectionable odors?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region? ☐ ☒ ☒

The Bay Area Air Quality Management District (BAAQMD) operates a regional air quality monitoring network which measures the ambient concentrations of six air pollutants (the "criteria pollutants") in the Bay Area Air Basin: ozone (O_3), carbon monoxide (CO), fine particulate matter (PM_{10}), lead (Pb), nitrogen dioxide (NO_2) and sulfur dioxide (SO_2).

The federal Clean Air Act of 1970 (amended in 1990) and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standards are not met as "non-attainment areas." Because of the differences between the federal and state standards, the designation of non-attainment areas is different under federal and state legislation. On the basis of the air quality monitoring data, the Bay Area was designated by the BAAQMD as a "non-attainment" area with respect to the federal O_3 and CO standards. In 1995, the Bay Area was redesignated by the U.S. Environmental Protection Agency as a "maintenance area" for O_3 , and in 1997, the Bay Area was redesignated as a "maintenance area" for CO. However, in June of 1998, the U.S. Environmental Protection Agency, based on data from 1995-1997, reclassified the Bay Area again as a non-attainment area for O_3 , essentially reversing the 1995 action. The Bay Area Air Basin is an attainment area or is unclassified for all other federal ambient air quality standards.

A four-year (1994 to 1997) summary of data collected at the BAAQMD monitoring station at 10 Arkansas Street (about 1.8 miles southwest of the project site) indicates that there were no violations of either the state one-hour or eight-hour CO standards, or the standards for O_3 , nitrogen dioxide, sulfur dioxide or lead. Prior to 1989, occasional violations of the state and federal 8-hour standard for carbon monoxide were also recorded annually. Carbon monoxide is a non-reactive air pollutant, of which motor vehicles are the major source. Carbon monoxide concentrations are generally highest during periods of peak traffic congestion. The state PM_{10} standard (but not the federal) was exceeded on 0 to 6 days each year during that period. Particulate levels are relatively low near the coast and increase with distance from the coast, peaking in dry, sheltered valleys. The primary sources of particulates in San Francisco are construction and demolition, combustion of fuels for heating, and vehicle travel over paved roads.¹

A comparison of these data with those from other BAAQMD air quality monitoring stations indicates that San Francisco's air quality is among the least degraded of all urbanized portions of the Bay Area. Three of the prevailing winds which blow off the Pacific Ocean - west, northwest, and west-northwest - reduce the potential for San Francisco to receive air pollutants from elsewhere in the

region, and these winds also disperse air pollutants arising in San Francisco to other parts of the Bay Area.

San Francisco, like all other sub-regions in the Bay Area, contributes to regional air pollutant concentrations, primarily O_3 , in other parts of the Bay Area. Ozone is not emitted directly from air pollutant sources, but is produced in the atmosphere over time and distance through a complex series of photochemical reactions involving hydrocarbons (HC) and nitrogen oxides (NO_x), which are carried downwind as the photochemical reactions occur. Ozone standards are violated most often in the Santa Clara, Livermore and Diablo Valleys, because local topography and meteorological conditions favor the build-up of O_3 precursors there.

Air quality impacts from a project such as the proposed mixed-use development project, result from project construction and operation. Construction emissions, primarily dust generated by earthmoving activities and criteria air pollutants emitted by construction vehicles, would have a short-term effect on air quality. Operational emissions, generated by project traffic and by combustion of natural gas for building space and water heating, would continue to affect air quality throughout the lifetime of the project.

Project Construction

Construction activities such as demolition, excavation, grading, and construction vehicle traffic; and wind blowing over exposed soil would generate exhaust, particulate matter (e.g. dust and finer particulate matter) and other pollutants that would add to the particulate matter in the local atmosphere while soil is exposed, which would have a significant impact on local air quality for a period of months. Construction dust is composed mainly of large particles that settle out of the atmosphere more rapidly with increasing distance from the source. Under high winds, exceeding 12 miles per hour, localized effects from wind-blown dust include human discomfort. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases, as well as sensitive electronic or communications equipment. To reduce the quantity of dust generated during project construction, and reduce the significant air quality impact from dust generation to a less than significant level, the project sponsor would implement Mitigation Measure 1 listed in the Mitigation Measures section of this Initial Study.

Project Operation

Project operation would affect local air quality by increasing the number of vehicles on roads impacted by the proposed project and at the project site, and by introducing stationary source emissions to the project site. Transportation sources would account for over 90 percent of

operational project-related emissions. Stationary source emissions, generated by combustion of natural gas for building space and water heating, would be less than significant.

Local Impacts

On the local scale, the project would change traffic on the local street network, changing carbon monoxide (CO) levels along roadways used by project traffic. Carbon monoxide is an odorless, colorless poisonous gas whose primary source in the Bay Area is automobiles. Concentrations of this gas are highest near intersections of major roads.

The Bay Area Air Quality Management District has identified three criteria that would require the estimation of local CO concentrations:

- Project vehicle emissions would exceed 550 pounds per day
- Project traffic would impact intersections or roadway links operating at Level of Service (LOS) D, E or F or would cause LOS to decline to D, E or F
- Project traffic would increase traffic volumes on nearby roadways by 10 percent or more.

The URBEMIS-7G computer program (calculates vehicle trip emissions to and from a project) was applied to project daily trip generation under winter conditions to estimate the total CO emissions that would be generated by project traffic. The resulting emission of 356 pounds/day of CO from project traffic does not exceed the BAAQMD threshold of significance of 550 pounds/day. However, project traffic would contribute to the traffic delays at two intersections currently operating at LOS D, E or F in the peak hour (Second and Bryant Streets, and Second and Brannan Streets - see Figure 1, page 3). Therefore, CO concentrations at these three intersections were estimated using a CALINE-4 screening procedure (a computerized spread sheet that provides data to calculate CO concentrations).

Table 1 shows the predicted 1-hour and 8-hour averaged CO concentrations at the two intersections that meet the BAAQMD criteria for modeling. Project traffic would increase CO concentrations by no more than 0.1 parts per million (ppm) for either intersection. Carbon monoxide concentrations at these intersections would be below the applicable state and federal standards. Therefore, the proposed project would have a less than significant impact on local CO concentrations.

Table 1
EXISTING AND PROJECTED CURBSIDE CARBON MONOXIDE
CONCENTRATIONS AT SELECTED INTERSECTIONS*

Intersection	Without Project (2000)		With Project (2000)	
	1-Hour	8-Hour	1-Hour	8-Hour
Brannan Street/Second Street	11.1	7.4	11.5	7.8
Bryant Street/Second Street	10.9	7.3	11.4	7.7
Most Stringent Standard	20.0	9.0	20.0	9.0

Calculations were made using a screening procedure contained in the *BAAQMD CEQA Guidelines*. Background concentrations of 6.6 parts per million (ppm) (1-hour) and 4.4 ppm (8-hour) were calculated using 1992 isopleths of carbon monoxide concentration and rollback factors developed by the Bay Area Air Quality Management District. The one-hour state standard is 20 ppm, the one-hour federal standard is 35 ppm, and the eight-hour state and federal standards are 9 ppm. Emission factors were derived from the California Air Resources Board EMFAC7F computer model (Version 1.1).

Source: Don Ballanti, Certified Consulting Meteorologist

Regional Impacts

Project traffic would also affect air quality outside the project vicinity. Vehicle trips to and from the project site would result in air pollutant emissions over the entire Bay Area. The URBEMIS-7G computer program was employed to calculate the air pollutant emissions associated with the proposed project. Table 2 shows the daily increases in regional air pollutant emissions from project travel. Guidelines for the evaluation of project impacts issued by the Bay Area Air Quality Management District consider air pollutant emission increases to be significant if the project emissions exceed 80 pounds/day for regional air pollutants (reactive hydrocarbons [HC], nitrogen oxides [NO_x], and PM₁₀). The project emissions shown in Table 2 are below the significance threshold for these air pollutants. Therefore, the proposed project would have a less than significant impact on regional air quality.

Shadow

The new 200 Brannan Street building would be five stories tall, two floors would be added to the 1 Federal Street building, and the new 41 Federal Street building would be 50 feet tall, which would incrementally increase the amount of shadow on area streets and sidewalks and adjacent properties at certain times of the day and year. Section 295 of the *San Francisco Planning Code* was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the Planning Commission finds the impact to be

Table 2
PROJECT REGIONAL EMISSIONS IN POUNDS PER DAY*

	Reactive Hydrocarbons	Nitrogen Oxides	PM ₁₀
Project Daily Emission	27.5	40.1	13.0
BAAQMD Threshold	80.0	80.0	80.0

Estimates of regional emissions generated by project traffic were made using a complex computer program called URBEMIS-7G. Inputs to the URBEMIS-7G program include trip generation rates, vehicle mix, average trip length by trip type and average speed. Trip generation rates for project land uses were provided by the project transportation consultant. Average trip lengths and vehicle mixes for the Bay Area were used. Average speed for all types of trips was assumed to be 25 miles per hour (mph). The analysis assumed a year 2000 vehicle mix. The URBEMIS-7G runs assumed summertime conditions for ROG, NOX and PM₁₀.

Source: Don Ballanti, Certified Consulting Meteorologist

insignificant. To determine whether the proposed project would conform with Section 295, a shadow fan analysis was prepared by the Planning Department, which concluded that project shadow would not shade public areas subject to Section 295. However, the project would at times shade portions of Federal and Delancey Streets, as well as the sidewalks adjacent to the project buildings along these streets. A copy of the shadow fan analysis is available for review in Project File No. 99.173E at the Planning Department, 1660 Mission Street, San Francisco.

The shading of adjacent streets, sidewalks, and private properties would not be considered a significant adverse impact of the proposed project for the following reasons: a) based on the shadow fan analysis, the proposed project would not shade public areas subject to Section 295 of the *Planning Code*; b) a limited number and amount of private parcels, as opposed to a regional public facility or property, would be affected by shading from the proposed development; and c) the net new shading of adjacent parcels which would result from constructing the new buildings and altering the existing buildings would be limited in scope, and would not increase the total amount of shading above levels which are common and generally accepted in urban areas. Therefore, the EIR will not discuss the shadow impacts of the proposed project.

Wind

Wind conditions partly determine pedestrian comfort on sidewalks and in other public areas. In downtown areas, tall buildings can redirect wind flows around and down to street level, resulting in increased wind speed and turbulence at street level. The proposed project does not appear to have the potential to cause

adverse wind accelerations in pedestrian areas adjacent to the site.² The project site is largely sheltered from prevailing winds by existing terrain and structures. The proposal development has no large buildings faces that are exposed to prevailing winds and can intercept the wind and bring it down to ground level. Any shifts or changes in ground-level wind speeds can be expected to be

minor. Based on consideration of the exposure, massing, and orientation of the proposed project design, the project does not have the potential to cause significant changes to the wind environment. Therefore, the EIR will not discuss wind generated by the proposed project.

Notes - Air Quality

1. Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, April 1996.

2. Don Ballanti, Certified Consulting Meteorologist, letter to During Associates May 27, 1999. This letter is available for review in Project File No. 99.173E at the Planning Department, 1660 Mission Street, San Francisco.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
7. <u>Utilities/Public Services</u> - Could the project:			
a. Breach published national, state or local standards relating to solid waste or litter control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Extend a sewer trunk line with capacity to serve new development?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> c. Substantially increase demand for schools, recreation or other public facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Require major expansion of power, water, or communications facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project would incrementally increase demand for and use of public services and utilities on the project site, but not in excess of amounts expected and provided for in the project area. The project would be undertaken in a fully built-out area of downtown San Francisco, where all services and utilities are currently provided. No need for any expansion of public service or public utilities is anticipated. The new buildings would be designed to incorporate water-conserving measures such as low-flush toilets and urinals, as required by California State Building Code Section 402.0(c). In conclusion, the proposed project would not result in significant adverse impacts on public services and utilities. Therefore, the EIR will not discuss public services and utilities.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
8. <u>Biology</u> - Could the project:			
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

- b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species? ☐ ☒ ☒
- c. Require removal of substantial numbers of mature, scenic trees? ☐ ☒ ☐

The project site is covered with impervious surfaces and is located within an urban area which has been developed since the late nineteenth century. As no vegetation or wildlife habitat exists on the site, additional development on the site would not affect any plant or animal habitats or interfere with the movement of any resident or migratory animal species. The open space proposed as part of the project would include street trees and other vegetation appropriate for the urban landscape of the project site. In conclusion, the proposed project would not result in significant adverse impacts on biology. Therefore, the EIR will not discuss biology.

- | | <u>Yes</u> | <u>No</u> | <u>Discussed</u> |
|--|--------------------------|-------------------------------------|-------------------------------------|
| 9. <u>Geology/Topography</u> - Could the project: | | | |
| a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Change substantially the topography or any unique geologic or physical features of the site? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The project site is located in an area subject to groundshaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area. The project site is also in an area of liquefaction potential, in a Seismic Hazards Study Zone designated by the California Mines and Geology.¹

For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report to assess the nature and severity of the hazard(s) on the site and recommends project design and construction features that would reduce the hazard(s). To ensure compliance with all *San Francisco Building Code* provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for the proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on the project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the *Building Code*.

While the geotechnical report for the proposed project has not yet been prepared, information on the geology and soils of the project site is available from the Phase I and II Environmental Site

Assessments of the project site discussed in the Hazards section of this Initial Study, and from previous EIRs on the *Rincon Point-South Beach Redevelopment Plan* and various amendments.

The elevation of the project site ranges from about 15 to 20 feet above Mean Sea Level (MSL), with a slight west-to-east downward slope.² The project site is located above Quaternary-age unconsolidated sediments, consisting of fill above mud on the eastern portion of the site and sandy silt alluvium on the western portion of the site. The depth to bedrock is not known, but it is generally over 100 feet in the project vicinity. Bedrock in the area is from the Franciscan Assemblage, a complex of ancient ocean floor materials compressed and uplifted along the central and northern California coast.

Based on a previous geotechnical investigation for Gallo Salame at 250 Brannan, 200 Brannan and 41 Federal Streets that included exploratory borings, the project site is underlain by about 15 to 20 feet of fill material, consisting of sand, silt, and gravel, followed by 5 to 10 feet of black organic silt or clay.³ Underlying this material is clayey sand, clayey silt, or clayey gravel that extends to the depth explored in the borings, about 30 feet below the ground surface.

Shoring and underpinning would be required to retain excavated slopes and adjacent structures during construction. Soldier piles with tie-backs and lagging would probably be used to retain slopes around the site.⁴ The soldier piles would be placed in drilled holes.⁵ About 200 piles would be used for support of the 200 Brannan Street building. A conventional wood and steel support system would probably be constructed to secure the adjacent 250 Brannan Street and 1 Federal Street buildings during excavation of the 200 Brannan Street parcel. A final decision as to shoring and protection of these buildings would be made based on the recommendations of the structural and geotechnical engineers and their final geotechnical report.

During the exploratory borings, groundwater was encountered at about eight to 14 feet below the surface of the project site. Any groundwater encountered during construction of the proposed project would be subject to the requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Department of Public Works must be notified of projects necessitating dewatering, and may require groundwater water analysis before discharge. Should dewatering be necessary, the final geotechnical report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surround buildings (including 250 Brannan Street and 1 Federal Street on the site) and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the *Building Code*) be retained by the project sponsor to perform this monitoring. Groundwater observation wells would be installed to monitor groundwater and potential settlement and subsidence. If, in the judgement of the Special Inspector, unacceptable

building movement were to occur during dewatering, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

In conclusion, potential damage to structures from geologic hazards on the project site and dewatering during project construction would be reduced to a less than significant level through the DBI requirement for a geotechnical report and review of the building permit application, and the Department of Public Works requirement for monitoring potential earth settlement and subsidence during dewatering. Therefore, the EIR will not address geology and soils.

NOTES - Geology/Topography

1. City and County of San Francisco, *Community Safety Element, San Francisco General Plan*, April 1997.

2. Information presented in this section was derived from a number of sources, including the Phase I and Phase II Environmental Site Assessments referenced below in the Hazards section, and the previous EIRs prepared on the Rincon Point-South Beach Redevelopment Plan and the amendments to the Plan.

3. Provenzano and Associates, Inc., *Report of a Geotechnical Investigation*, prepared for the Gallo Salame food processing facility at 250 Brannan, 200 Brannan and 41 Federal Streets, February 22, 1993.

4. This shoring system consists of large steel "H"-beams placed vertically in the ground, connected to tie-backs anchored in the side of the excavation site, and wooden boards (lagging) placed between the H-beams to prevent the sides of the excavation from collapsing.

5. If the holes for the soldier piles cannot be drilled due to soil conditions, either a vibratory driver or a conventional impact driver would be used.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
10. <u>Water</u> - Could the project:			
a. Substantially degrade water quality, or contaminate a public water supply?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Cause substantial flooding, erosion or siltation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Previous soil borings on the project site for Gallo Salame in 1993 encountered groundwater at about eight to 14 feet below the site surface. Because of the proximity to San Francisco Bay, groundwater under the property is assumed to be under some tidal influence and flowing regionally toward the east (i.e., toward the Bay). The site is located hydrogeologically within the Downtown Basin, which contains groundwater of generally poor quality. Shallow groundwater within the Downtown Basin is

not used as a potable water source and is not planned for future development of groundwater resources in San Francisco.¹

Dewatering of the project site may be required during excavation. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment, and Compliance of the San Francisco Public Utilities Commission must be notified of projects necessitating dewatering, and may require groundwater analysis before discharge. Potential degradation of groundwater quality as a result of dewatering during project construction would be reduced to a less than significant level through the Bureau of Environmental Regulation and Management of Department of Public Works requirement for retention of groundwater pumped from the project site in a holding tank (to allow suspended particles to settle to reduce the amount of sediment), and analysis of the quality of this groundwater before it is discharged to the combined sanitary and storm drain sewer system.

Construction of the proposed project would not alter the general drainage pattern on the project site, already covered with buildings, asphalt, and other impervious surfaces. Stormwater runoff would drain from the site into the City's combined sanitary and storm drain sewer system and treated at the Southwest Water Pollution Control Plant prior to discharge to San Francisco Bay. Wastewater treatment would be provided pursuant to the effluent discharge limitations set by the Plant's National Pollutant Discharge Elimination System (NPDES) Permit.

In conclusion, the proposed project would not result in significant adverse impacts on surface water or groundwater quality. Therefore, the EIR will not discuss water.

NOTES - Water

1. San Francisco Bay Regional Water Quality Control Board, Groundwater Committee, *San Francisco and San Mateo County Pilot Beneficial Use Designation Project, Part I Draft Staff Report*, April 4, 1996.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
11. <u>Energy/Natural Resources</u> - Could the project:			
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Department of Building Inspection requires that the design of new buildings in San Francisco is required to conform to energy conservation standards specified by Title 24 of the *California Code of Regulations*. Documentation showing compliance with these standards is submitted with the application for the building permit. Title 24 is enforced by the Department of Building Inspection. Therefore, no further analysis of energy is required, and the EIR will not discuss energy.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
12. <u>Hazards</u> - Could the project:			
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Interfere with emergency response plans or emergency evacuation plans?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Create a potentially substantial fire hazard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

A Phase I Environmental Site Assessment (ESA) was conducted for Lots 24, 25, and 15 of the project site (200 Brannan, 250 Brannan, and 41 Federal Streets, respectively) by Brown and Caldwell in June 1997,¹ and a Phase II ESA was conducted for the same properties by Law Engineering and Environmental Services, Inc. (LAW) in September 1998.² A separate Phase I ESA was conducted for Lot 18 (1 Federal Street) of the site by Eckland Consultants, Inc. (ECI) in January 1999.³ Copies of these reports are available for review in Project File No. 99.173E at the Planning Department, 1660 Mission Street, San Francisco. The two Phase I ESAs describe the land use history of the project site and area that may have involved handling, storage, or disposal of hazardous materials that could have affected the quality of soils or groundwater, and evaluate the potential presence of chemically-affected soil on the project properties. The Phase II ESA is a more detailed evaluation of potential contamination on the site that was identified during the Phase I ESA.

Soil Contamination; Underground Storage Tanks

Seven underground storage tanks (USTs) previously located under the sidewalk on Brannan Street and on the 200 Brannan Street project site were removed in June and July 1995. A 900-gallon diesel fuel tank was located in the 200 Brannan Street courtyard, and an 800-gallon diesel UST was located under the cooler in the southwest corner of the building immediately adjacent to the building at 250 Brannan Street. Five USTs previously containing gasoline, diesel, and waste oil were located under the sidewalk along Brannan Street in front of the 200 and 250 Brannan Street buildings. Low to moderate levels of petroleum hydrocarbon contamination were detected in the soils around all the tanks. About 150 cubic yards of contaminated soil were removed and incinerated. The City issued a closure letter for the site on March 4, 1996, indicating that no further remedial action was required. There are no above-ground storage tanks (ASTs) or USTs containing regulated or hazardous

materials, nor is there any evidence of ASTs or USTs being previously located on the 1 Federal Street property.

Due to the former presence of USTs on the project site and the number of nearby properties upgradient of the site where subsurface soil and/or groundwater has been affected by petroleum hydrocarbons or other hazardous materials, the Phase II ESA involved drilling eight soil borings on the site in May 1998 and collecting and testing soil and groundwater samples from each boring location. The soils on the project site are not contaminated with petroleum hydrocarbons, heavy metals, or other materials at or above potentially hazardous levels.

Construction of the new buildings at 200 Brannan Street and 41 Federal Street would entail excavation of about 54,700 cubic yards of soil. The City has adopted an ordinance (Ordinance 253-86, signed by the Mayor on June 27, 1986) which requires analyzing soil for hazardous wastes within specified areas when over 50 cubic yards of soil is to be disturbed and on sites specifically designated by the Director of Public Works. The ordinance specifically includes site, such as the project site, which are bayward of the high tide line (as shown on maps available from the Department of Public Works (DPW)).

Where hazardous wastes are found in excess of state or federal standards, the sponsor would be required to submit a site mitigation plan (SMP) to the appropriate state or federal agency(ies), and to implement an approved SMP prior to issuance of any building permit. Where toxics are found for which no standards are established, the sponsor would request a determination from state and federal agencies as to whether an SMP is needed.

These regulations and procedures, already established as part of the review process for building permits, would ensure that any potential impacts due to the presence of petroleum hydrocarbons, heavy metals, or other hazardous materials in soils on the project site would be reduced to a less than significant level.

Asbestos

Lumina Technologies conducted an assessment of asbestos at all four of the properties that comprise the project site.⁴ In addition to visual and tactile inspections, Lumina collected 13 samples of building materials suspected of containing asbestos. Floor tiles, wallboard, spray-on insulation, ceiling tiles, pipe wrap, boiler wrap, and other materials were included in the samples. Asbestos was detected in the penthouse ceiling materials and the wraps on a boiler in the 250 Brannan Street building.

Prior to conducting any renovation or construction activities that would disturb friable asbestos-containing building materials (ACBM; including potentially friable ACBM and non-friable ACBM that could be rendered friable by the proposed activities), the ACBM should be abated.

Section 19827.5 of the *California Health and Safety Code*, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or asbestos abatement work.

The notification must include the names and addresses of the operations and persons responsible; location and description of the structure to be demolished/alterd, including size, age, and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or asbestos abatement work; nature of the planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District will inspect any removal operation about which a complaint has been received. Any disturbance of ACBM on the project site would be subject to the requirements of District Regulation 11, Rule 2: Hazardous Materials; Asbestos Demolition, Renovation and Manufacturing.

The local office of the State Occupational Safety and Health Administration (OSHA) must also be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow State regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California Law, the Department of Building Inspection would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as part of the permit review process, would ensure that any potential impacts due to asbestos demolition or alteration of the existing buildings on the project site would be reduced to a less than significant level.

Lead-Based Paint

Lumina Technologies conducted a limited lead-based paint survey at all four properties that comprise the project site. Lumina collected seven samples of building materials suspected of containing lead-based paint. Elevated lead levels were detected in three of the samples, from limited locations in the 1 Federal Street, 200 Brannan Street, and 250 Brannan Street buildings. If lead-based paint is on the existing buildings to be demolished, the demolition of buildings containing lead-based paint must comply with Chapter 36 of the *San Francisco Building Code*, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead-based paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the U.S. Department of Housing and Urban Development guidelines (the most recent *Guidelines for Evaluation and Control of Lead-Based Paint Hazards*), and identifies prohibited practices in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead-based paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection, of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling

for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures, already established as part of the building permit review process, would ensure that potential impacts of the proposed project due to lead-based paint during demolition or alteration of the existing buildings on the project site would be reduced to a less than significant level.

Fire Hazards

San Francisco ensures fire safety primarily through provisions of the *Building Code* and the *Fire Code*. Existing buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection), in order to ensure conformance with these provisions. The proposed project would conform to these standards, which (depending on building type) may also include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hillside development, hydrant water pressure, and emergency access) would be mitigated during the building permit review process.

In conclusion, potential public health and safety hazards related to the presence of asbestos, lead-based paint, and soil contaminated with petroleum hydrocarbons and heavy metals on the project site and potential fire hazards in the new and altered buildings would be reduced to a less than significant level as a result of regulations and procedures already established as part of the review process for building permits. Therefore, the EIR will not discuss hazards.

NOTES - Hazards

1. Brown and Caldwell, *Phase I Site Assessment for Gallo Salame, a Division of Sara Lee Corporation, 250 Brannan Street, San Francisco, California*, June 1997.
2. Law Engineering and Environmental Services, Inc., *Phase II Environmental Site Assessment, Former Gallo Salame Plane, 250 Brannan Street, San Francisco, California*, September 23, 1998.
3. Eckland Consultants, Inc., *Phase I Environmental Site Assessment for Mariposa Management Company, Inc. and Lennar Partners, One Federal Building, 1 Federal Street, San Francisco, San Francisco County, California*, January 14, 1999.
4. Lumina Technologies, *1 and 41 Federal Street, 200 and 250 Brannan Street, San Francisco, CA, Asbestos Assessment and Lead Paint Assessment*, January 21, 1999.

Yes No Discussed

13. Cultural - Could the project:

- a. Disrupt or adversely affect a prehistoric or historic

archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?

☐ ☒ ☒

b. Conflict with established recreational, educational, religious or scientific uses of the area?

☐ ☒ ☒

c. Conflict with the preservation of buildings subject to the provisions of Article 10 or (proposed) Article 11 of the City Planning Code?

To be Determined

Prehistoric and Historic Archaeological Resources

A cultural resources evaluation of the project site was completed by an independent consultant and is summarized here.¹ In its natural state, the project site lay along the original shoreline of San Francisco Bay, to the south of Rincon Point, near the southern periphery of a sheltered anchorage known as Yerba Buena Cove. At the start of the California Gold Rush era, portions of the site were probably submerged beneath one to three feet of water, while the western part of the site was at least periodically on dry land. Elevations on the site ranged between sea level and roughly three to five feet above sea level. Directly to the north and west of the site, the terrain rose steeply, reaching heights of nearly 100 feet above sea level at the present-day intersection of First and Bryant Streets. Mid-19th century maps indicate that the eastern part of the project site consisted of dry land, while the western part was probably soggy, at least periodically. The sandy soils covering the hills to the west of the site were sparsely covered with grasses, scrub brush, and occasional stands of willows and oak trees.

The project site is situated in what was, prior to the arrival of the first Europeans, the northwestern portion of the territory occupied by the Costanoan people, a Native American group also referred to in anthropological literature as the Ohlone. Due to the project site's direct proximity to the shoreline of San Francisco Bay, it is unlikely that it was once the site of an encampment for aboriginal hunters and gatherers. However, it is conceivable that a submerged or partially submerged Native American shellmound may exist, or may once have existed, within the parameters of the site. Deeply buried, previously unrecorded prehistoric sites have been recently discovered in the South of Market area in recent years, revealing that archaeological sites may still be found in highly disturbed urban areas.

It is unlikely that there was any regular activity on the project site or its immediate vicinity during the Spanish/Mexican or Early American Periods (1776-1848). The Mission Dolores and the Presidio, the principal centers of activity, were located at a considerable distance from the site, and the gradual growth of the settlement of Yerba Buena (later renamed San Francisco) was also quite removed from the project site. There is no evidence to suggest that any cultural artifacts associated

with activities at Mission Dolores, the Presidio, or Yerba Buena were ever deposited within the confines of the project site. However, a limited number of ships stopped at Yerba Buena Cove in the early 19th century. Therefore, it is a remote possibility that cultural items lost or discarded from some of these vessels may have found their way into the shallow waters in the general vicinity of the project site.

The earliest recorded historic period activity in the vicinity of the project site occurred during the late 1830s and early 1840s, when residents of Yerba Buena made occasional use of the area for hunting expeditions or other forms of recreation. There is no evidence that this activity had any impact on the project site.

The first settlement and development in the South of Market region, in which the project site is generally located, occurred as a result of the Gold Rush (1849-1857). The first notable development took place early on in "Happy Valley," near the present-day intersection of First and Mission Streets and approximately one-half mile from the project site. It consisted of an encampment, initially of tents and later of frame houses, of adventurers preparing to travel to the gold fields. Increasing development took place during the Gold Rush era in Happy Valley and nearby Rincon Point, with creation of numerous small iron foundries establishing San Francisco's first industrial and shipbuilding district. None of these foundries were located on or in direct proximity to the project site. The closest documented development from the Gold Rush period was a small Chinese fishing village located at Rincon Point, which developed between 1850 and 1852. The village had disappeared by 1868, possibly by 1865. Since the village has been depicted as lying just a few feet above the natural shoreline, remnants of the settlement may lie buried within the confines of the project site.

By 1861, St. Mary's Hospital, one of 19th-century San Francisco's largest structures, was established at the corner of Bryant Street and Rincon Place, directly to the north of the project site. The filling of Yerba Buena Cove that began during the early days of the Gold Rush accelerated during the 1850s and encompassed the South Beach area in the mid-1860s. Archival research suggests that a modest layer of fill (probably ranging between five and seven feet) was placed within the project site boundaries when the project block was brought into conformity with the required grade established by City ordinance. By 1868, the project site was occupied by a variety of new buildings associated with the maritime development that was occurring in the area, as well as residential structures. Two large commercial ventures were located on the southwest corner of the project site at the close of the 19th century: the G. Schilling & Company Wine Vaults and the Vermont Marble Company. These businesses replaced many of the smaller buildings that had previously occupied the site. However, the conflagration that accompanied the 1906 earthquake destroyed all of the buildings on the project site.

Rebuilding proceeded slowly, and in 1913 most of the site remained vacant, with the exception of two small restaurants and a large masonry building containing the H.S. Crowe and Company, Printing and Machinery. However, by the close of the 1920s, the site had assumed the basic architectural and demographic traits that have characterized this portion of San Francisco's northeastern waterfront for the remainder of the 20th century.

In summary, the body of available historical and archaeological evidence suggests that there is little potential for encountering prehistoric/protohistoric archaeological resources or historic archaeological resources from the Spanish/Mexican or Early American Periods on the project site. However, by the late 1860s most of the project site was occupied by a mix of residences and small-scale commercial enterprises. It is possible that cultural resources from this era were deposited on the site. It is even more likely that artifacts from the earlier Gold Rush Chinese fishing village may lie buried on the site. Archaeological resources from any of these periods would be considered significant.

Construction of the proposed project would require excavation on various portions of the site, primarily at 200 Brannan Street (Lot 24). Given the potential presence of archaeological resources on the site, a program of pre-construction archaeological testing and evaluation is recommended to determine the presence or absence of subsurface archaeological resources of significance. The project sponsor would implement Cultural Resources Mitigation Measure 3 listed in the Mitigation Measures section of this Initial Study to reduce the potentially significant disturbance, damage, or loss of archaeological resources during project construction to a less than significant level. Therefore, the EIR will not discuss archaeological resources.

Historic Architectural Resources

The 250 Brannan Street building, 1 Federal Street building, and exterior wall at 200 Brannan Street are considered Contributory Structures to the South End Historic Warehouse District and contribute to the significance of the Historic District which appears eligible for the National Register of Historic Places. Therefore, they are considered historic resources under CEQA. The buildings at 250 Brannan Street and 1 Federal Street would be altered, and the wall at 200 Brannan Street would be demolished as part of the proposed project, which could have a significant adverse impact on historic resources. The EIR will discuss the historic resources on the project site and the impacts of the proposed project on these resources.

Notes - Cultural Resources

1. Allen G. Pastron, PhD., *Archival Cultural Resources Evaluation of the Proposed Brannan Street Project, San Francisco, California*, June 1999. This report is available for public review in Project File No. 99.173E at the Planning Department, 1650 Mission Street, San Francisco, CA.

Yes No Discussed

C. OTHER

Require approval and/or permits from City Departments other than the Planning Department or Department of Building Inspection or from Regional, State or Federal Agencies?

☐ ☒ ☐

D. MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT:

Yes No N/A Discussed

1. Could the project have significant effect if mitigation measures are not included in the project?

☒ ☐ ☐ ☒

2. Are all mitigation measures necessary to eliminate significant effects included in the project?

☒ ☐ ☐ ☒

The following mitigation measures are related to topics determined to require no further analysis in the EIR. The EIR will contain a Mitigation Measures chapter which describes these measures and includes other measures which would or could be adopted to reduce potential adverse effects of the project identified in the EIR.

The project sponsor has agreed to implement the following mitigation measures:

1. Construction Air Quality: The project sponsor shall require the construction contractor(s) to spray the project site with water during demolition, excavation, grading, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand, or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose. The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

2. Noise:

- a. The project sponsor shall require the construction contractor(s) for the proposed project to limit pile driving activity such that it results in the least disturbance to occupants and users of adjacent and nearby properties. Implementation of this measure may require the construction contractor(s) to obtain a permit for nighttime work from the Director of the Department of Public Works if pile driving during nighttime hours would be the least disruptive to these occupants and users.
- b. The project sponsor shall require the construction contractor(s) for the proposed project to predrill holes for the piles (if feasible based on the soil type on the project site) to the maximum feasible depth to minimize noise and vibration from pile driving.
- c. The project sponsor shall require the construction contractor(s) for the proposed project to use state-of-the-art muffled and shielded pile drivers.

3. Cultural Resources: The project sponsor shall retain the services of an archaeologist. During removal of foundation materials following demolition of the existing buildings on the project site, the archaeologist shall carry out a pre-excavation testing program to better determine the probability of finding archaeological remains on the site. The testing program shall consist of a series of mechanical, exploratory borings or trenches and/or other testing methods determined to be appropriate by the archaeologist.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist shall submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO, and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures shall be implemented by the project sponsor and might include a program of on-site monitoring of all pile driving and any site excavation that may be necessary, during which the archaeologist shall record observations in a permanent log. Whether or not there are archaeological finds of significance, the archaeologist shall prepare a written report on the monitoring program that shall be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor shall designate one individual on site as his/her representative. This representative shall have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of archaeological resources of potential significance be found during the monitoring program, the archaeologist shall immediately notify the ERO, and the project sponsor shall halt any activities which the archaeologist and the ERO jointly determine could damage such archaeological resources. Ground disturbing activities which might damage archaeological resources shall be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist shall prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which shall contain an assessment of the potential significance of the archaeological finds and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific additional mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program; additional on-site investigations by the archaeologist; and/or documentation, preservation, and recovery of archival material.

Finally, the archaeologist shall prepare a report documenting the archaeological resources that were discovered; an evaluation as to their significance; and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure shall be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report shall be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center. Three copies of the final report shall be submitted to the Office of Major Environmental Analysis, accompanied by copies of transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center.

E. ALTERNATIVES

Alternatives to the proposed project will be defined further and described in the EIR. At a minimum, the alternatives analyzed in the EIR will include the following:

1. A No Project Alternative, in which the project site would remain in its existing condition.
2. An Historic Architectural Resources Preservation Alternative, in which the wall at 200 Brannan Street would be preserved and adaptively reused, and all alterations at 250 Brannan Street and 1 Federal Street would be achieved in a manner that is consistent with the Secretary of the Interior's standards for preservation projects.
3. A Less Dense Development Alternative, in which the proposed uses would be at a lower level of intensity.

F. MANDATORY FINDINGS OF SIGNIFICANCE

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

The buildings at 250 Brannan Street and 1 Federal Street and the exterior wall at 200 Brannan Street are Contributory Structures to the South End Historic District and are eligible for the National Register of Historic Places. The buildings would be altered and the wall would be demolished as part of the proposed project, which could have a significant adverse impact on historic resources. The EIR will describe the historic resources on the project site and discuss the potential impacts of the project on these resources. Construction and operation of the proposed project could result in significant adverse traffic and circulation, transit, and parking impacts. The EIR will discuss the potential transportation impacts of the project.

G. ON THE BASIS OF THIS INITIAL STUDY

- ☐ I find the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared by the Department of City Planning.
- ☐ I find that although the proposed project could have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A **NEGATIVE DECLARATION** will be prepared.
- ☒ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

Date: _____

HILLARY E. GITELMAN
 Environmental Review Officer
 for
 Gerald G. Green
 Director of Planning

Date: _____

STAN MURAOKA
EIR Program Administrator

APPENDIX B

Architectural Definitions

This appendix provides definitions to the architectural terms used in Section III-B, Historic Architectural Resources.¹

<i>Art Deco</i>	A style of decorative art developed originally in the 1920s, with a revival in the 1960s, marked chiefly by geometric motifs, streamlined and curvilinear forms, sharply defined outlines, often bold colors, and the use of synthetic materials, such as plastics. The term is shortened from Exposition Internationale Des Art Décoratifs et Industriels Modernes, an exposition of modern and decorative arts held in Paris, France in 1925. Also called <i>Style Moderne</i> .
<i>Articulated</i>	To be united by a joint or joints, especially so as to make distinct or reveal how the parts fit into a systematic whole.
<i>Ashlar masonry</i>	A squared building stone finely dressed on all faces adjacent to those of other stones so as to permit very thin mortar joints.
<i>Awning window</i>	A window having one or more sashes swinging outward on hinges generally attached to the top of the frame.
<i>Baluster</i>	Any of a number of closely spaced supports for a railing. Also called a <i>banister</i> .
<i>Balustrade</i>	A railing with supporting balusters.
<i>Bay</i>	Any of a number of principal divisions of a wall, roof, or other part of a building marked off by vertical or transverse supports.
<i>Baroque architecture</i>	A style of architecture originating in Italy in the early 17 th century and variously prevalent in Europe and the New World for a century and a half, characterized by free and sculptural use of the classical orders and ornament, dynamic opposition and interpenetration of spaces, and the dramatic combined effects of architecture, sculpture, painting, and the decorative arts.
<i>Bevel</i>	A line or surface that meets another at any angle other than a right angle.
<i>Bond</i>	Any of various arrangements of masonry units have a regular, recognizable, usually overlapping pattern to increase the strength and enhance the appearance of the construction.
<i>Calf's tongue</i>	A molding having pendant, tonguelike elements carved in relief against a flat or curved surface.

<i>Canton</i>	A pilaster or similar feature projecting from a corner of a building.
<i>Casement</i>	A window sash opening on hinges generally attached to the upright side of its frame.
<i>Casing</i>	The finished, often decorative framework around a door or window opening, especially the portion parallel to the surrounding surface and at right angles to the jambs.
<i>Casement window</i>	A window with at least one casement, often used in combination with fixed lights.
<i>Chamfer</i>	A beveled surface, usually formed or cut at a 45-degree angle to the adjacent principal faces.
<i>Common bond</i>	A brickwork bond having a course of headers between every five or six courses of stretchers. Also called <i>American bond</i> .
<i>Corbeling</i>	An overlapping arrangement of bricks or stones in which each course steps upward and outward from the vertical face of a wall.
<i>Cornice</i>	A continuous, molded projection that crowns a wall or other construction, or divides it horizontally for compositional purposes.
<i>Course</i>	A continuous, usually horizontal range of bricks, tiles, or shingles, as in a wall or roof.
<i>Crenellated</i>	Having alternating solid parts (<i>merlons</i>) and open spaces (<i>crenels</i>), as in a <i>battlement</i> . Originally used for defense but later used as a decorative motif.
<i>Crown molding</i>	Any ornamental molding terminating the top of a structure or decorative feature.
<i>Eave</i>	The overhanging lower edge of a roof.
<i>Façade</i>	The front of a building or any of its sides facing a public way or space, especially one distinguished by its architectural treatment.
<i>Fenestration</i>	The design, proportioning, and disposition of windows and other exterior openings of a building.
<i>Fixed light</i>	A window or sash of a window that does not open for ventilation. Also called a <i>fixed sash</i> .
<i>Flanged</i>	Furnished with a rib or rim for strength, for guiding, or for attachment to another object.

<i>Gable</i>	The triangular portion of a wall enclosing the end of a pitched roof from cornice or eaves to ridge.
<i>Header</i>	A brick or other masonry unit laid horizontally in a wall with the shorter end exposed or parallel to the surface.
<i>Hip</i>	The inclined project angle formed by the junction of two adjacent sloping sides of a roof.
<i>Hipped roof</i>	A roof having sloping ends and sides meeting at an inclined projecting angle.
<i>Jumbo brick</i>	Any of various oversized bricks having nominal dimensions established by the manufacturer.
<i>Landing</i>	A platform between flights of stairs, or the floor at the foot or head of a flight of stairs.
<i>Light</i>	A medium for admitting light, as one compartment of a window or window sash. Also called a <i>day</i> .
<i>Louver</i>	An opening fitted with slanting, fixed or movable slats to admit air but exclude rain and snow or to provide privacy.
<i>Mew</i>	A street having small apartments converted from stables. Also called <i>mews</i> .
<i>Mezzanine</i>	A low or partial story between two main stories of a building, especially one that projects as a balcony and forms a composition with the story beneath it.
<i>Mission Style</i>	A style of architecture associated with that of early Spanish colonial missions in Mexico and the southwestern U.S., mainly in the 18 th century.
<i>Molding</i>	Any of various long, narrow, ornamental surfaces with uniform cross sections and a profile shaped to produce modulations of light, shade, and shadow. Almost all moldings derive at least in part from wood prototypes, as those in Gothic architecture. By extension, the term now refers to a slender strip of wood or other material having such a surface and used for ornamentation and finishing.
<i>Modular brick</i>	A brick having nominal dimensions of 4 x 2 ² / ₃ x 8 inches.
<i>Mullion</i>	A vertical member between the lights of a window.
<i>Panel</i>	A distinct portion, section, or division of a wall, wainscot, ceiling, or door, especially of any surface sunk below or raised above the surrounding area, or enclosed by a frame or border.

<i>Parapet</i>	A low, protective wall at the edge of a terrace, balcony, or roof, especially that part of an exterior wall, fire wall, or party wall that rises above the roof.
<i>Pilaster</i>	A shallow rectangular feature projecting from a wall, having a capital and a base and architecturally treated as a column.
<i>Pitched roof</i>	A roof having one or more slopes.
<i>Quoin</i>	An exterior angle of a masonry wall, or one of the stones or bricks forming such an angle, usually differentiated from adjoining surfaces by material, texture, color, size, or projection.
<i>Rabbet</i>	A channel, groove, or notch cut along or near one edge of a member so that something else can be fitted into it.
<i>Renaissance architecture</i>	The various adaptations of Italian Renaissance architecture that occurred throughout Europe until the advent of Mannerism and the Baroque in the 16 th and 17 th centuries, characterized by the use of Italian Renaissance forms and motifs in more or less traditional buildings.
<i>Romanesque architecture</i>	A style of architecture emerging in Italy and western Europe in the 9 th century and lasting until the advent of Gothic architecture in the 12 th century, comprising a variety of related regional styles and characterized by heavy, articulated masonry construction with narrow openings, the use of round arch and barrel vault, the development of the vaulting rib and shaft, and the introduction of central and western towers for churches.
<i>Running bond</i>	A brickwork or masonry bond composed of overlapping stretchers.
<i>Rustication</i>	Ashlar masonry having the visible faces of the dressed stones raised or otherwise contrasted with the horizontal and usually the vertical joints, which may be rabbeted, chamfered, or beveled.
<i>Sash</i>	The fixed or movable framework of a window or door in which panes of glass are set.
<i>Sawtooth roof</i>	A roof composed of a series of small parallel roofs of triangular cross-section, usually asymmetrical with the shorter slope glazed.
<i>Sidelight</i>	A window at the side of a door or another window. Also called <i>winglight</i> .
<i>Stretcher</i>	A brick or other masonry unit laid horizontally in a wall with the longer edge exposed or parallel to the surface.

<i>String course</i>	A horizontal course of brick or stone flush with or projecting beyond the face of a building, often molded to mark a division in the wall. Also called a <i>belt course</i> .
<i>Stucco</i>	A coarse plaster composed of portland or masonry cement, sand, and hydrated lime, mixed with water and applied in a plastic state to form a hard covering for exterior walls.
<i>Tension member</i>	A structural member subject primarily to tensile forces.
<i>Transom</i>	A crosspiece separating a doorway from a window or fanlight above it.
<i>Transom light</i>	A window above the transom of a doorway.

¹ Taken from *A Visual Dictionary of Architecture* by Francis D.K. Ching, 1995.

APPENDIX C

Certificates of Appropriateness Filed in the South End Historic District

Case No.	Project Name/Location	Description	File Date	Approval Date
90.830	461 Second Street	New construction. 127 unit condominium.	02/11/91	04/05/91
91.295	615 Second Street	Exterior alteration/change of use.	05/06/91	07/12/91
92.480	698 Second Street	Seismic upgrade of pump station/convert to fire station.	08/12/92	07/13/93
92.567	533 Second Street	Alter building in South End Historic District. Convert existing building to live/work.	04/23/92; 05/25/93	11/08/94
94.265	166-178 Townsend Street	To alter architecturally significant building pursuant to Article 10, and EE Certificate of Appropriateness for approval to remove chimney to roof line and brace unreinforced parapets to parapet safety ordinance standards.	05/17/94	05/25/95
94.472	123 Townsend Street	Certificate of Appropriateness for alterations pursuant to Article 10. Add fixed, single-light windows to a secondary façade.	09/07/94	02/15/95
94.559	650 Delancey Street	Certificate of Appropriateness pursuant to Article 10. 66 units of live/work space over two parking garages—Oriental Warehouse.	10/04/94	10/05/94
94.646	301 Bryant Street, 500 First Street	Certificate of Appropriateness pursuant to Section 1006 of the Planning Code. 28 units, 10,000-sq.ft. office and 33 parking spaces in new concrete structure. Remove existing billboard.	10/14/94	12/07/94 disapproved
95.075	635 Third Street	Construct a 3,650-sq.ft. live/work building on a vacant site within the South End Historic District.	02/03/95	12/18/95
95.124	One Clarence Place	Construct 18 live/work units in 31,400-sq.ft. two-story over garage building at site of existing surface parking lot.	07/11/95	10/08/96
95.342	650 Second Street	Certificate of Appropriateness to permit exterior alterations to a contributory building within the South End Historic District.	07/05/95	07/05/95
95.477	540 First Street	Certificate of Appropriateness to add new 4 th -floor living units. Add new windows on south wall. Repair existing windows on east wall. Remove portion of 3 rd floor. Remove existing roof structure. Remove brick for new openings on south wall. Remove portion of 3 rd floor to Cape Horn Warehouse.	08/24/94	07/09/96

VIII. APPENDICES

Case No.	Project Name/Location	Description	File Date	Approval Date
95.676	101-109 Townsend Street	Certificate of Appropriateness to fabricate and install complete awning over storefront entry to provide coverage for handicap access ramp.	12/07/95	01/08/96
96.013	577-599 Second Street	Certificate of Appropriateness for exterior alterations—install new windows to match existing—of a contributory building in the South End Historic District.	12/26/96	01/03/96
96.022	660-670 Third Street	Install windows on 3 rd and 4 th floors of north side; add windows to 3 rd and 4 th floors of rear (Ritch Street) side.	01/08/96	02/21/96
96.339	101-109 Townsend Street	Section 1006 Certificate of Appropriateness —Alterations to remove 17'6" of sill (kneewell) and show window to provide a 6' entry door to retail space and provide 11'7" of new show window. A small awning will be added to match the awning over the existing building entry to the lobby.	06/17/96	07/09/96
96.432	544 Second Street	Certificate of Appropriateness — alterations to an architecturally significant building. New ground-floor windows, new building entry, new exterior lighting, new door. Remove exhaust duct, building entry, ground-floor windows, and loading docks.	08/05/96	11/01/96
96.523	601-615 Second Street	Certificate of Appropriateness for exterior signage to a Contributory Building within the South End Historic District pursuant to Section 1006 of the Planning Code.	08/15/96	[no date]
96.531	655 Third Street	Certificate of Appropriateness for construction of two units multi-story artist live/work over two units commercial B-occupancy work space over ground-level private garage and work space.	09/09/96	12/29/97
96.674	601-615 Second Street	To allow a WTS facility in an SSO district.	11/14/96	12/23/96
96.725	274 Brannan Street	To allow a WTS facility in an SSO district.	01/08/97	02/10/97
97.416	760 Second Street	Certificate of Appropriateness to convert existing F,1 (printing) to A2.1 (restaurant) with a proposed 711-sq.ft. increase.	07/01/97	07/08/97
97.832	180 Townsend Street	Change of use (manufacturing to office); Certificate of Appropriateness for exterior and interior alterations; new seismic system, etc. Remove existing altered overhead door and Townsend Street storefronts to be restored to original form; existing windows to be restored.	12/01/97	09/09/98

Case No.	Project Name/Location	Description	File Date	Approval Date
97.860	543 Second Street	Certificate of Appropriateness for alterations of a Non-Contributory Building (Section 2006).	12/04/97	03/17/98
98.006	274 Brannan Street	Certificate of Appropriateness to install a new equipment enclosure which is 13' wide by 12' long, including 6 antennae on roof top.	12/30/97	03/17/98
98.388	665 Third Street	Certificate of Appropriateness to install nine macro-cell antennas on the roof of the existing building.	06/18/98	08/20/98
98.486	524 Second Street	Request of Certificate of Appropriateness for exterior alternations, including the removal of existing garage and loading doors, and replacement of these elements with materials such as brick masonry sills and industrial windows.	06/18/98	07/20/98
98.872	25 Stanford Street, The Crane Company	Certificate of Appropriateness for exterior alterations to reconnect an existing bridge between 301 Brannan Street and 35 Stanford Street, with a 4'8" shear wall.	10/16/98	11/19/98
98.873	130 Townsend Street	Request for Certificate of Appropriateness for a new 16' by 4' non-illuminated wall sign.	10/19/98	11/04/98; 11/18/98 w/conds.
98.885	128 King Street	To allow an off-street parking variance for 54 spaces as required by Planning Code Section 151. The project includes the exterior seismic upgrade and re-use of the building from wholesale sales to mixed use, including retails sales, full-service restaurant, business services and offices. Parking requirement for proposed use would be 112 spaces; the site already has a credit for a parking deficiency of 58 spaces.	11/02/98	11/20/98
98.972	144 Townsend Street	Request for Certificate of Appropriateness for window replacement at existing openings, including replacement of steel sash with aluminum sash and conversion of true divided lights from twelve-over-twelve to six-over-six. Subject property zoned SSO (Service/Secondary Office) District in a 40-X Height and Bulk District in the South End Historic District and is eligible for the National Register. A three-story, contributory, stucco warehouse/storage building originally used as a wholesale wire (?) facility built in 1922.	11/23/98	02/28/99

Case No.	Project Name/Location	Description	File Date	Approval Date
99.106	670-680 Second Street	Convert warehouse building used as parking garage to office use. 73,550-sq.ft. building with 10,250 sq.ft. in parking. Will seek a variance for parking deficiency. 50-foot height. New doors, new windows, glazing to enclose two garages, and new second-story addition.	05/05/99	-----
99.157	1 South Park Avenue	Rehab. Existing manufacturing building in South end Warehouse District for multi-media use. No exterior change to building, but interior floor area would be increased by about 10,300 sq.ft. Parking variance for 28 spaces required.	04/06/99	-----
99.240	555 Second Street	Application to paint a wall sign on the north-facing side of an Edwardian building with ground-floor commercial and residential on the second floor.	04/13/99	-----
99.337	563 Second Street	Replace aluminum windows with wood frame windows and add a metal awning across the façade. Signs include Second Street sign and metal tank on DeBoom Street. Change first window on DeBoom Street to match new windows on the front, reconfigure roll-up door to a smaller opening, and paint entire building. Mechanical equipment placed at the rear of the building on DeBoom Street.	05/19/99	09/17/99
99.444	640 Second Street	Alter building core and shell for electrical and mechanical systems, new elevator, and accessible entry in new lobby.	06/01/99	09/17/99
99.464	689 Third Street	UMB upgrade, handicap ramps, some miscellaneous sidewalk work, compliance with UMB Ordinance No. 225-92.	07/15/99	08/06/99 withdrawn
99.466	580 Second Street	Remove tile from entry door and remove door and replace with window, add patio trellis and windscreens.	07/15/99	-----

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PROJECT AREA TENANTS AND OWNERS

Tenants in the project area, approximately 965 parties, were sent notices of availability of the Draft EIR and Draft EIR public hearing. A complete copy of the distribution listing is available in the Planning Department office at 1660 Mission Street, as part of File No 99.173E.

PLACE
POSTAGE
HERE

San Francisco Planning Department
Major Environmental Analysis
30 Van Ness Avenue, 4th Floor
San Francisco, CA 94102

Attn: Paul Maltzer, Environmental Coordinator
99.173E - Brannan Square Project

PLEASE CUT ALONG DOTTED LINE

RETURN REQUEST REQUIRED FOR FINAL
ENVIRONMENTAL IMPACT REPORT

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

TO: Planning Department,
Major Environmental Analysis

Please send me a copy of the Final EIR.

Signed: _____

Print Your Name and Address Below



